



The Hongkong Telegraph

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REUTER'S TELEGRAMS.

TERRIBLE NEW YORK EXPLOSION.

THIRTY KILLED AND MANY INJURED.

AWFUL SCENES IN WALL STREET.

New York, September 16.
A terrific explosion shook the principal business parts of the city at noon, killing, according to the latest estimates, 30 and injuring 170.

The cause is hitherto unknown, but is at present attributed to the result of a collision between a motor car and a van loaded with dynamite outside the offices of the financiers, Messrs. J. Pierpont Morgan and Company. Four employees of the firm were killed in the office.

The explosion had devastating effects over all Lower Manhattan.

The explosion created frightful havoc. Eye-witnesses' accounts state that it was preceded by a great flame and smoke which rose high enough to burn the awnings of the fifth floor of skyscrapers. Then there was a nerve-shaking roar. Immediately afterwards, a crowd of panic-stricken people streamed from the badly shocked office buildings into the streets.

From Reuter's offices in Wall Street, numbers of dead and injured, mingled with the bodies of screaming or disembowelled horses, could be seen lying on the pavements in pools of blood, while the walls were bespattered with blood.

The scene recalled memories of the battlefields in France. Some of the victims were mutilated beyond identification.

The general confusion was added to by the arrival of hundreds of police and a number of fire-engines booting frenziedly and clanging their bells most noisily as they attempted to force a passage through the narrow and crowded streets.

The material damage is estimated at \$2,000,000, which is probably well within the mark, as almost every pane of glass in Wall Street in the vicinity of the explosion was shattered and the streets were covered with fragments of bricks and stones blasted from the walls.

Morgan's and the Sub Treasury buildings felt the full blast of the explosion. A squad of troops was quickly placed to guard the latter building, where huge stocks of bullion are deposited.

The wildest rumours are afloat as regards the cause, including one that it was due to a bomb thrown by motorists at Morgan's. The police are investigating, but the evidence so far supports the collision theory.

The site of the explosion has been cordoned off and is swarming with Secret Service Police and bomb experts endeavouring to trace the cause.

The explosion damaged the Stock Exchange so severely that the Governors closed it up, but the efforts of gangs of workmen will enable re-opening to-morrow.

It is now said that 17 employees of Morgan's, including Mr. Pierpont Morgan's son, who was injured with flying glass, are among the casualties.

IRISH AFFAIRS.

THE BOYCOTT OF BELFAST.

London, September 17.
The Curfew, which has operated in Belfast from the 1st instant, will be withdrawn on the 19th, but it is intimated that if its reimposition is necessary owing to further disturbances the regulation will remain in force for a prolonged period.

A Dublin message says the economic boycott of Belfast is now extended to apply to Corporation cattle and vegetable markets. The Markets Committee has decided that though traders from Belfast may purchase goods in Dublin under no circumstances shall Belfast produce be admitted. Notes and cheques on banks with headquarters in Belfast will not be accepted.

THE STARVING MAYOR.

REPORTED MUCH WEAKER.

London, September 17.
Friends of Mr. MacSwiney state that he is much weaker. A Home Office specialist examined him to-day.

It is understood that the Government's attitude is unchanged.

ITALIAN SITUATION.

Rome, September 16.
After hearing representatives of the owners and the metal-workers, Signor Giolitti appointed a Commission composed of representatives of both to draft a Bill dealing with control of the factories, which the Government will submit to the Chamber when it reassembles.

DESTRUCTION OF GERMAN ARMS.

FULFILLING THE SPA UNDERTAKING.

Berlin, September 16.
The surrender and destruction of arms hitherto in the possession of civilians has begun in compliance with the Government undertaking given at Spa. The result is generally stated to be satisfactory. At some places more were handed in than was anticipated consequently the Police Stations ran short of money with which to pay premiums on surrender and were compelled temporarily to postpone acceptance. The surrendered weapons included machine-guns and grenade-throwers. Each weapon surrendered was smashed in the owner's presence.

REUTER'S TELEGRAMS.

THE COAL CRISIS.

BRIGHTER HOPES FOR A SETTLEMENT.

London, September 16.
A Conference between the Miners' Executive and Sir Robert Horne was held privately to-day, and adjourned till noon on Sept. 17. Hopes for a settlement are said to be brighter than hitherto owing to indications that the miners' leaders, in view of the lack of public enthusiasm for their efforts to reduce the price of coal, might modify their demands. Indeed, according to the *Evening Standard's* Labour Correspondent the miners have definitely dropped the demand for the 14s. 2d. reduction in the price of coal and are seeking instead an assurance that any wages advance shall not affect the consumer.

THE MEN'S PROPOSALS.

Later.
To-day's conference between Sir Robert Horne and the Miners' Federation Executive was the most conciliatory on both sides that has occurred during the present crisis. After meeting in the morning it adjourned at mid-day for two hours, during which Sir Robert Horne saw Mr. Lloyd George. An official account of the proceedings shows that the men submitted proposals for the immediate concession of the wages demand; secondly, no increase in the price of home-consumed coal owing to the foregoing; thirdly, the appointment of a representative Tribunal to enquire into the question of reducing the price of domestic coal, with the Government, undertaking to accept its report; and fourthly, an enquiry into the causes of declining output. The Executive also expressed a desire to accept the Government proposal for an inquiry with a view to a revision of the present complicated system of calculating wages.

COUNCIL OF ACTION.

ALLEGATION AGAINST MR. LLOYD GEORGE.

London, September 16.
The Council of Action has intervened in the Lloyd George-Kamenefff recriminatory correspondence with the extraordinary allegation that the Prime Minister himself urged the Council to use its influence on the Russian Government, through M. Kamenefff, at an admittedly very critical moment and the Council approached Kamenefff several times for this purpose. The only policy the Council ever discussed with Kamenefff was the policy of the Soviet relative to Poland and peace generally.

EARLIER TELEGRAMS.

ULSTER'S CIVIL GUARD.

London, Sept. 15.
Events in Ulster are moving swiftly towards the creation of Ulster's new Civil Guard. Representatives of the Government and the Loyalists are now working out the details of the organisation. The Ulster Volunteers are warned to be ready to mobilise and it is expected that enrolment will commence next week. It is stated the Government policy will be to place the restoration and preservation of order as far as possible in Irish hands. Hereafter the "Irish Times" declares that the Republican Armies will accept the challenge and the stage will be set for the tragedy of civil war. On the other hand the leading Ulster Unionists declare that the creation of the new force, for which one hundred thousand can be enrolled, is the only encouraging sign in the Irish situation and it will go a long way towards averting the disaster which seemed inevitable last week.

THE AMERICAN ELECTIONS.

Marion (Ohio), Sept. 14.
Senator Harding, Republican candidate for the Presidency, on learning the result of the elections in Maine, said Maine had taken the lead in declaring for an America not mortgaged to the old world but still ready to serve humanity as the American conscience impels. Replying to a delegation from California he declared the nation must stand behind the States on the Pacific Coast to relieve them of the difficulties arising from Oriental immigration and see that only such aliens are admitted into the United States as could be assimilated. The danger of racial conflict must be recognised. Provision must be made to reduce it to a minimum. Such steps could be taken without raising the question of racial inferiority.

Pittsfield, Mass., Sept. 17.
Mr. Franklin Roosevelt, Democratic candidate for the Vice-Presidency, declared the results of the polling in Maine were of no significance nationally. He recalled that in 1916, when President Wilson was re-elected, Maine went heavily Republican in the State elections.

AMERICA SWAMPED WITH IMMIGRANTS.

London, Sept. 15.
The unprecedented wave of immigrants flowing to the United States is threatening to swamp the immigration service. The steamship companies have notified that the inward bound steamers will be filled to the utmost in the steerage for months ahead. Ellis Island is unable to accommodate the newcomers, consequently the steamers are held up. It is estimated that a quarter of a million Jews from Poland will arrive in the next twelve months, whereupon the authorities are uneasy, owing to typhus and other epidemics raging in Poland. However, the immigrants arriving are generally of better class than before the war and possess more money and more belongings.

AMERICANS IN MEXICO.

Washington, Sept. 17.
The American Charge d'Affairs at Mexico City has been summoned to Washington to confer with the State Department officials with regard to protection of rights of Americans in Mexico where recent representations were recently made to Mexico.

THE NORTHERN FAMINE.

Rome, Sept. 15.
The Pope has sent Monsignor Joseph Fabregues, Apostolic Visitor to Central China, with fifty thousand lire for the relief of distress from the long continued drought and plague of locusts.

(Continued on page 2)

EXPLOSION IN NEW YORK.

WALL STREET MARKET CLOSES.

Yesterday there were rumours in the Colony to the effect that a serious explosion had occurred in Wall Street, New York, but with what result was not known. It was at first doubtful whether the reference was to a financial "explosion" or to an actual material explosion with damage to Bank premises and possible injury to banking personnel. The latter theory turns out to be correct.

On enquiry this morning, we learn that two messages have been received in the Colony in regard to this matter. A cable to the local branch of the Hongkong and Shanghai Bank, received yesterday, and dated New York, September 16th, stated: "Market closed owing to explosion; staff uninjured."

The Chartered Bank also received a telegram indicating that the explosion occurred in Wall Street; and that the market closed at noon.

Up to the present no further details have been received.

Since the above was written, news regarding the disaster has come through from Reuter and this will be found in our cable-news columns.

ACID-THROWING.

A BOY BLINDED.

That the throwing of corrosive acid is a mode of attack adopted by members of the Triad Society is indicated in a statement which was made before Mr. Dyer Ball this morning in a case in which the Chinese who was arrested yesterday for committing this atrocious offence on a Chinese boy and his mother was the defendant.

The Wanchai Police, after the attack, removed the boy to hospital, where medical examination revealed that the deadly acid had penetrated into his eyes, and blindness had set in. There was no hopes of a recovery of his sight.

The allegations against the defendant were to the effect that, failing to induce the boy to join the Triad Society, or to extract money from him, he committed the attack on the evening of the same day, and the fluid which he threw was also directed at the boy's mother, but it missed her face and splashed her neck. The case has been remanded.

WHIST DRIVE.

A successful Whist Drive was held last evening in the Sergeant's Mess of the Wiltshire Regt. in Murray Barracks. The following were the successful players:—Ladies—1st, Mrs. Andrews (156); 2nd, Mrs. McCarthy (152); 3rd, Mrs. Booth (150); 4th, Mrs. Davis (115).

Gentlemen—1st, Mr. Hobbs (168); 2nd, Sgt. Smith (163); 3rd, Mr. Pullen (161); 4th, Mr. Osmond (117).

The duties of M.C. were ably carried out by R.Q.M.S. Miller.

DAY BY DAY.

Part of the foreshore and seabed at Kennedy Town, containing an area of 4,650 square feet, is to be let on permit for a period up to 31st December, 1920, with the option of renewal by the permittee for further periods of twelve months as may be approved by the Director of Public Works at a rental of \$43 per annum payable in advance. The letting is to be in the usual permit form in the Public Works Department and to contain a special covenant that the permittee shall have no right of access to the sea.

PAINLEVE'S FLIGHT.

A STOPPAGE AT HOIHOW.

Shortage of fuel caused an interruption to the flight which Captain C.E.W. Rieu commenced from Hongkong to Haiphong on Thursday morning. A wireless message received by the Hongkong Admiralty from H.M.S. Foxglove, which is at Hoihow, states that the machine was forced to descend at that port owing to her fuel running out. In view of that fact and also because of the unfavourable weather conditions which prevail between Hoihow and Haiphong, Mr. Painleve, it is presumed, will resume his trip to Haiphong by steamer. The Hanoi which left here the other day may arrive in time to take the ex-Minister along. The weather indications between Hoihow and Haiphong speak of a strong south west wind, rain, and low clouds—the worst possible conditions for an aviator to make a flight. It is therefore quite possible that even with a chance of obtaining fresh fuel supplies the trip to Haiphong by seaplane would have to be delayed for a number of days.

In connection with the above, the Asiatic Petroleum Company notifies us that it laid down a supply of aviation spirit at Hoihow specially for Mr. Rieu's flight to Haiphong, and has already received a letter from its representative there, dated 15th inst., advising the arrival of the shipment.

CHEAP MEAL.

COULDN'T HEAR BUT COULD EAT!

An interesting individual was a Chinese brought up before Mr. Dyer Ball at the Police Court this morning charged with taking a cheap meal by false pretences at a Chinese restaurant. It was stated that, urged on by a voracious appetite, he paid a visit to a Chinese restaurant yesterday, went through no less than seven courses of delicacies, and his hunger having been satisfied calmly confessed that he had no money to pay for what he had eaten. He informed the accountant that he was ready to be ejected, if such a step was deemed necessary. The accountant did not think that this was necessary. Instead he called in the Police who grabbed the penniless customer.

When charged before the Magistrate, the man said he was completely deaf and nothing could make him hear. He was remanded for medical examination.

DON'T FORGET.

TO-DAY.

Theatre Royal—Bandman Company present "Nothing But the Truth"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, SEPTEMBER 20.
Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

TUESDAY, SEPTEMBER 21.
Dairy Farm, Ice and Cold Storage Co.—Shareholders meeting—12.30 p.m.

SATURDAY, SEPTEMBER 25.
Douglas S.S. Co.—Shareholders meeting—noon.

THE GYM KHANA.

SOME FORM AND PROSPECTS.

(BY "WIRELESS").

Judging from the daily trots at Happy Valley, the fourth Gymkhana Meeting, which is to be held on Saturday, October 9, should be a success, and as all the ponies have had over two months' rest some fine racing is expected.

The main event is the Gymkhana Stakes (1 mile) and it is certain that intense interest will be centred in this race. The points earned to date by the only two likely ponies are—

Spotted Sand 10
Slam 6

Supporters of the former will be delighted to hear that the "roan" is looking extremely well after the six weeks' holiday in Shanghai. Slam is being given some slow work and no doubt Mr. "J. J." knows what he is doing. Should Slam fail to register a win at this meeting, I am afraid that Mr. "J. J." chance of possessing the Gymkhana Cup will be somewhat remote, as should Spotted Sand come in third at the Fifth Meeting, Slam cannot score the required number of points. Spotted Sand will have to carry 161 lbs. as against Slam's 156 lbs. and the question remains open as to whether the former can concede this 5 lbs. allowance.

(It will interest enthusiasts to know that "Blackmore Vale", 12 hands 3 in., whose proper weight was 149 lbs., an ordinary Sub, owned and ridden by Mr. Johnstone, won the Gymkhana Stakes in 1910 with 161 lbs. and also won the Garrison Cup in 1911 with 163 lbs. This is certainly a record for a China Pony).

Malcolm was recently going very well, but I am afraid that this pony will not be able to face the starter, due to leg trouble. Attraction is moving well and with Mr. Bell Irving up this pony might be counted a dangerous chance for the Stakes. In conclusion it would not be fair to overlook Lighting as his weight for the Stakes is only 146 lbs. as against Spotted Sand's 161.

The following is a list of the times recorded this morning—

Blackbird Dahlia (One mile).—38; 1.15; 1.40; 2.24; last quarter 34.

Pantile (Three-quarters).—45; 1.19; 1.50.25; last quarter 31.25.

Season Ticket (One mile).—42; 1.24; 2.03.25; 2.38.25; last quarter 35.

Spotted Sand (One mile).—52; 1.41; 2.30; 3.09; last quarter 32.25.

Scotia Dahlia (Mile and a quarter).—49; 1.34; 2.12; 2.47; 3.19.25; last quarter 32.25.

Albion Dahlia (Mile and a quarter).—51; 1.31; 2.09; 2.43; 3.16; last quarter 33.

Sinza (Three-quarters).—40; 1.19; 1.54.25; last quarter 32.25.

Lighting (One mile).—38; 1.16; 1.54; 2.26; last quarter 32.

Siamese Cat (Mile and a quarter).—42; 1.23; 2.01; 2.36; 3.08; last quarter 32.

Brunus (Mile and a quarter).—37; 1.13; 1.50; 2.26; 3.06; last quarter 34.

St. Chad (Half mile).—36; 1.13; last quarter 37.

Slam (Mile and a quarter).—40; 1.16; 1.53; 2.27; 3.00.35; last quarter 33.35.

Attraction (Mile).—34; 1.11; 1.43; 2.22; last quarter 34.

Pawnshop (Mile and a quarter).—36; 1.10; 1.50; 2.27.25; 3.00; last quarter 32.35.

Salamanca (Half mile).—39; 1.12.25; last quarter 32.5.

Rab (Half Mile).—40; 1.14; last quarter 34.

Sepand (Mile).—33; 1.49; 2.25; last quarter 36.

Red Coat and Mr. Cox's grey (Mile and a quarter).—46; 1.30; 2.11; 2.49; 3.22; last quarter 33.

TO-DAY'S EXCHANGE.

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NOTICES

MOUTRIE'S

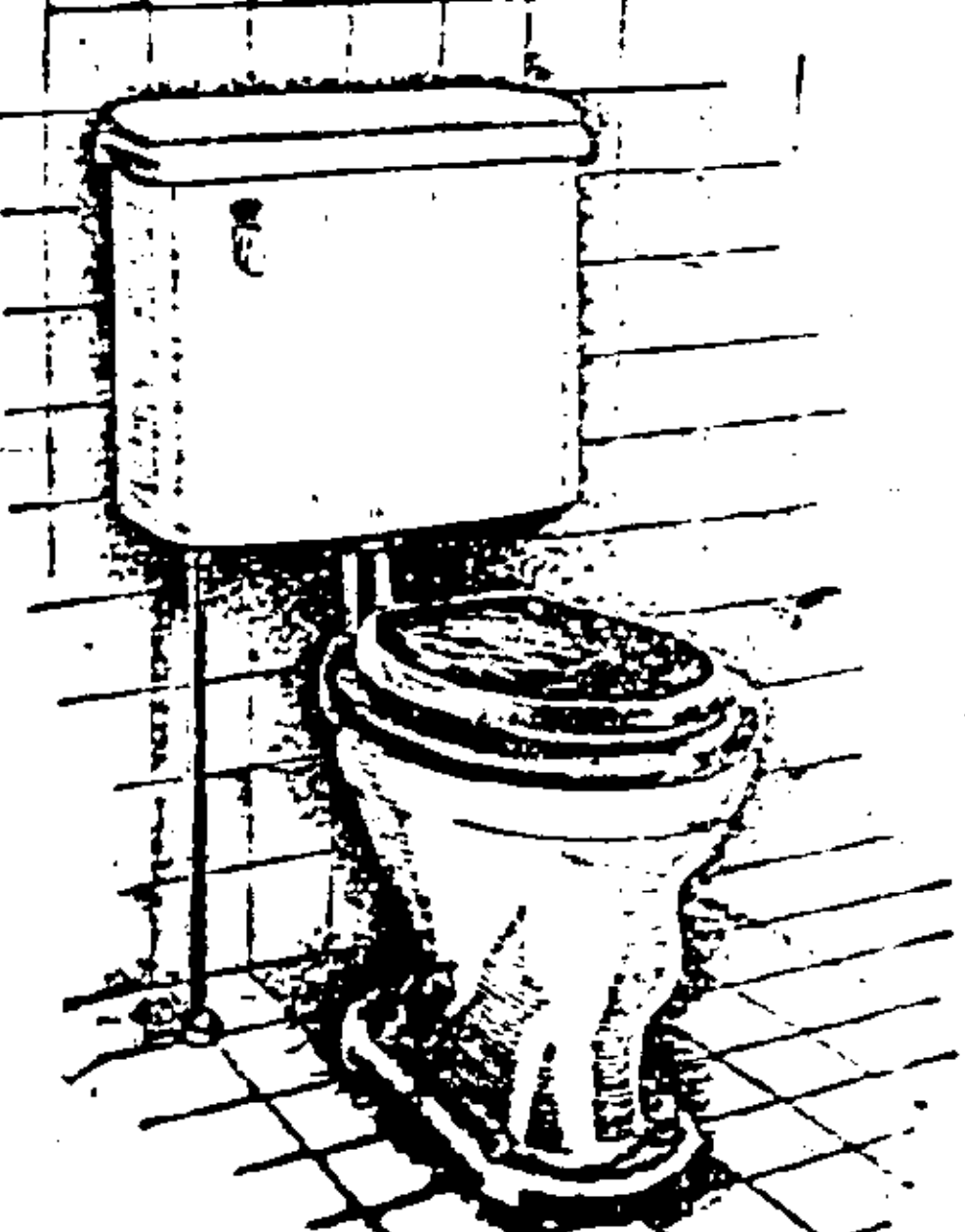
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Marie	... One-Step
Profiteering Blues	... Fox-Trot
Chloe	... Fox-Trot
Drifting	... Waltz
Bye-Lo	... Fox-Trot

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PROHIBITION.

THE COMING FIGHT.

As a nation, we have progressed slowly towards sobriety; but the goal is yet a long way off, says "A Moderate Reformer" in a Scottish paper. Prison Commissioners, High Court Judges, Magistrates, and Police all insist upon the close relation between crime and intemperance. Doctors tell of death and disease produced by excessive drinking. Ordinary citizens, of their own observation, know of numerous instances in which the abuse of alcohol has ruined and blighted individuals and families. No amount of casuistry can evade the situation. Intemperance is an evil, fatal to health, and virtue, to domestic peace and social prosperity. No one defends it, and every man, concerned for the welfare of his fellows, is constrained to use every legitimate means for its suppression.

THE CHOICE OF REMEDIES.

So far, we are all of one accord; but, in the choice of a remedy, we find ourselves at variance. Some seek a cure along the lines of evolution: some prefer revolution. To these latter, the evil is so gigantic and universal that a drastic remedy seems essential; and there is something fascinatingly simple in going straight to the fountain-head and turning off the tap. If you cut off the supply of liquor the theory is you eliminate drunkenness and all the crime, disease, degradation and sorrow that belong to it. Compared with that swift process, evolution of course is ludicrously slow. It takes time to educate people to improve their housing, to mitigate the conditions of their labour, to enhance the possibilities of their leisure, to raise their moral and increase their self-respect. Americans with characteristic energy and love of quick results solved their liquor problem with one decisive stroke.

THE AMERICAN EXPERIMENT.

Whether the American solution is successful or permanent has still to be demonstrated. It is possible for reasonable people to entertain doubts, and, in any event, it does not follow that a remedy suitable for America is suitable for the conditions that exist here. There are many quaint laws in the great polyglot Republic, where the "white" Americans have found that they dare not grant complete personal liberty to all. We have no Negro nor Indian problem, nor anything analogous to that large section of American citizens described by President Wilson as "the scum of South-Eastern Europe." In the enforcement of social righteousness, moreover, we lack the American daring and love of experiment. We recognise that a man has no inalienable right to make himself a burden on other people or a source of degradation; a danger to the community, but testamental extremists are ahead of public opinion in affirming the right of the State to dictate what a decent, God-fearing, law-abiding, industrious citizen shall not drink. If you abstain from liquor in order to assist a weaker brother, that is an entirely meritorious attitude; but if you forcibly impose that altruism upon another man who is as good a citizen as you, that savours of fanaticism. You approach again the stage where we burned minorities for the good of their immortal parts!

THE MODERATE DRINKER'S IDEAL.

You may make a man sober by Act of Parliament, but you will not make him moral. That is a mere process, and cannot be applied to the mass of the people.

wisely spent, he is alive to the awful results of excess and of the danger of moderation merging into abuse, he recalls this one and that one overtaken by shame and premature death; and he dislikes to see his son entering upon the slippery path; but, notwithstanding all that, his ideal is temperance, not abstinence. To gratify his palate or merely to conform to social usages, he is willing to face the risk. His observation does not convince him that abstinence is invariably associated with length of happy days and rade health. He honestly fails to understand why he should be deprived of freedom because another man turns it into licence, or why it is morally wrong to enjoy in moderation that which, taken in excess, is an admitted evil. His position may be entirely illogical. It may be that the evils wrought by strong drink far outweigh the advantages of moderation, and that this world would be a fairer place without but that is a proposition with alcohol; you cannot bludgeon into a man's head; you must appeal to his reason. It is a case for propaganda, not for force.

AN UNSATISFACTORY ACT.

The Scottish Temperance Act, in accordance with which we shall be called upon to vote in November, is a compromise which pleases neither section. The extreme teetotal people, even if they won all along the line, could not, under the Act, achieve Prohibition. They will use the Act as a step towards Prohibition by voting "No Licence," which, if carried, would make liquor very much more difficult to obtain, but would not altogether prohibit it. The real Prohibition fight would still have to be fought. Many moderate users of alcohol, however, are as much alive to the evils of abuse as the extremists, and they, too, have their remedies. They dislike the dream-shops that are called "public-houses," and they would transform them entirely. They are also persuaded that there are far too many licensed premises. The Act does not help them much, because it contains nothing constructive. Some, however, have arrived at the conclusion that the best use they can make of the Act is to join forces with the extremists and vote "No Licence," not because they want Prohibition, but because they want the ground cleared for fresh legislation to introduce the model public house. Less daring reformers will vote "Limitation." The present system has many obvious defects, and the "No Change" option is not attractive.

GENERAL NEWS.

ADOPTION OF CHILDREN.

The Home Secretary has appointed a Departmental Committee to consider (1) whether it is desirable to make legal provision for the adoption of children in this country, and (2) if so, what from such provision should take. The Committee consists of Sir Alfred Hopkinson, K.C., Chairman, Mr. Neville Chamberlain, M.P., the Hon. Lady Norman, M.B.E., Mrs. C. E. B. Russell, Mr. James Seddon, C.B., M.L.C., and Mr. F. W. Sherwood. The secretary is Mr. G. R. Sharpe, of the Home Office.

LANDLORDS WHO REFUSE TO LET HOUSES.

Dr. Addison said in the House of Commons recently that he hoped within a few days to produce his proposals for dealing with landlords who refuse to let vacant houses, preferring to sell them at an exorbitant price. He said Mr. Myers, who is a tenant of one of these houses, would have to pay 2000 £ a year for the house, and that the house was in a state of ruin.

MISS IENA ASHWELL'S EXPERIMENT.

MUNICIPAL THEATRES FOR LONDON.

Five or six municipal theatres are to be started in London in October, the boroughs in which the mayors are providing a hall for Miss Iena Ashwell's company to give one performance every week being Battersea, Camberwell, and Shoreditch; Bethnal Green, Stepney, and Bow, which is part of Poplar, uniting in the People's Palace; and probably Fulham and Hackney.

There are large areas covered by these and other boroughs. Miss Ashwell pointed out in an interview with a representative of the *Observer*, in which, with the exception of small cinemas, there is no place of entertainment at all. "This, then, is the problem," she said: "Is there sufficient amusement for the health of the people in these areas? In the view of most people with whom I have been talking the subject there is not. There then comes the question of awakening the interest of the people themselves to protect their own interests in recreation. And the people having decided what they want, the next step is to get some civic feeling with regard to amusement and the sanity of what is good and the insanity of what is bad."

That town halls are not the most suitable places for dramatic performances she at once admitted. There is no scenery, she said, there is not the proper atmosphere or the conditions which connect the mind with the theatre; but, on the other hand, the difficulty caused by the absence of scenery can be overcome by the use of curtains, and if there is any civic feeling growing there is the advantage of starting the experiment in a place which is the property of the borough.

"People need not worry about two things," she said, referring to one or two questions that have been raised with regard to the scheme. "In the first place, it is legally impossible for the borough councils to spend any money on entertainments of this kind; and, in the second, all the artists will be paid exactly as if they were engaged in a theatre, and perhaps a little better. We have the money that remains from the public support which was given to our concerns at the front. We were allowed to keep that balance for demobilisation purposes, and if a sufficient number of people show an interest in the movement the experiment can pay its way and pay the salaries of the artists and be self-supporting. More than that from a financial point of view it cannot be; it can never be a commercial undertaking. The prices we intend to charge will range at the outside from about a shilling to half-a-crown."

"The plays which we shall produce are those which have already proved successes wherever the company has performed them. For the most part they are good modern plays that have appealed to the public. We are not in the least 'high-brow'; we are only trying to give healthy amusement. Two Shakespeare plays will be given, 'Twelfth Night' before Christmas and 'The Merchant of Venice' afterwards. The members of the company were all in the war. They have been playing together a great deal during the last year or so, and they have become thoroughly accustomed to playing under all sorts of conditions. It is the best repertory company I have seen."

NOTICES

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Banks.		
H.K. & S. Banks	b.	625
East Asia	n.	115
Marine Insurances.		
Cantons	b.	370
North China	n.	153
Union	b.	183
Yangtze	n.	23
Far Eastern	n.	20
Fire Insurances.		
China Fire	n.	123
H. K. Fire	sa.	318
Shipping.		
Douglas	a.	96
H.K. Steamboat	n.	234
Indos (Prof.)	b.	18
Indos (Def.) L.R.	a.	205
Shells	sa.	155
Ferries	b.	24
Refineries.		
Sugars	a.	225
Malabona	n.	55
Mining.		
Kailash	b.	110
Langkai	b.	110
Shanghai Loans	n.	16
Shai Explorations	n.	120
Rauha	b.	120
Trombe	n.	276
Ural Caspians	n.	20
Docks, Wharves, Godowns, &c.		
H.K. Wharves	n.	85
K. Docks	b.	152
S. Docks	b.	122
N. Engineering	n.	27
Lands, Hotels & Buildings.		
Centrals	b.	109
H.K. Hotels	b.	141
H.K. Lands	b.	115
H. P. Lands	b.	8
K. Lands	b.	37
L. Reclamations	a.	140
West Points	b.	32
Cotton Mills.		
Ewas	n.	150
Kung Yik	n.	52
Lau Kung Mow	n.	185
Oriental	n.	185
Shai Cottons	n.	270
Yangtzepeeps	n.	130
Miscellaneous.		
Cement	8.10	ex div.
China Borneo	n.	74
Do. Light	n.	540
China Provident	n.	22
Dairy Farms	b.	183
Electric H.K.	n.	30
Electric Macao	n.	23
Hongkong Ropes	n.	6.60
H.L. Tramways	b.	6.10
Peak Trams, old	b.	60 cts.
Do. new	n.	44
Steam Laundry	b.	10
Steel Foundries	b.	141
Water-works	b.	141
Watsons	b.	134
Wm. Powells	b.	35
Wisemans	b.	35

Hongkong, Sept. 18, 1920.

ANOTHER RISE FOR "ROBERT." The Daily News Lobby correspondent writes: The House of Commons has received a report from the Council of the Police Federation, the body set up last year as a result of the discontent, recommending increases of pay for the police forces throughout the country. It is understood that a compromise of a 12s. 6d. increase will be offered.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.

T/T	4/3
Demand	4/3 1/2
30 d/s	4/3 1/2
60 d/s	4/3 1/2
4 m/s	4/3 1/2
T/T Shanghai	Nom.
T/T Singapore	183 1/2
T/T Japan	143 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	74 1/2
T/T Batavia	225
T/T Marks	Nom.
T/T France	11.35
Demand, Paris	—

BUYING.

4 m/s. L/C	4/5 1/2
4 m/s. D/P	4/5 1/2
6 m/s. L/C	4/6
30 d/s. Syd. and Melbo.	4/5 1/2
30 d/s. San Francisco & New York	76 1/2
4 m/s. Marks	Nom.
4 m/s. France	11.95
6 m/s. France	12.15
Demand, Germany	—
Demand, New York	76 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
On Yokohama	143 1/2
Demand, Manila	165 Nom.
Demand, Singapore	183 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	49 1/2
Sovereign	4.60 Nom.
Gold leaf per Tael	35
Bar Silver, ready	60
forward	59 1/2
Bank of England rates 7%	—
New York/London	3.51

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par
10 "	par
5 "	\$3/10 dis.
Canton subcoins	\$12 4/5 dis.

IMPERIAL SHIPPING

COMMITTEE REQUEST SUGGESTIONS.

The following extract from the Board of Trade Journal 29th July, 1920, is published for general information in the Hongkong Government Gazette:—

The Imperial Shipping Committee wish it to be known that they are now prepared to receive from persons and bodies in any part of the British Empire who are interested with regard to ocean freights, facilities and conditions in the "Inter-Imperial trade, suggestions or representations in regard to any matters included in the scope of their terms of reference, which are as follows, viz.:

(i) To enquire into complaints from persons and bodies interested with regard to ocean freights, facilities and conditions in the "Inter-Imperial trade or conditions of a similar nature, referred to them by any of the following:

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday the 21st. Sept., 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street

24 pieces Pongee Silk
3 pieces White Net
28 pieces Tweed
35 pairs Lady's Shoes
Also
14 cases Cotton Yarn
12 cases Meat Juice
(More or less damaged by salt water)
and
A Quantity of Valuable Household Furniture

Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 21st. Sept. 1920 commencing at 3 p.m. at their Sales Rooms, Duddell Street.

The Motor Boat "Dat Lee" (at present lying in Causeway Bay)

Length about 39 feet.
Beam 9 feet.
Engine 23 H.P. not mounted, in good working order.

The boat is teakwood throughout and is fitted with cabin and wash room, awning nearly new.

On view Now.
Terms: Cash on delivery.
LAMMERT BROS., Auctioneers.

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LTD.

From SCANDINAVIA

The Motorship "AUSTRALIEN"

having arrived from the above ports on the 20th September, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Sept., 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 25th Sept., 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO., Agents.
Hongkong, 20th September, 1920.

authorities, and to report their conclusions to the Government concerned.

(ii) To survey the facilities for maritime transport on such routes as appear to them to be necessary for trade within the Empire, and to make recommendations to the proper authority for the co-ordination and improvement of such facilities with regard to the type, size, and speed of ships, depth of water in docks and channels, construction of harbour works and similar matters.

All communications should in the first instance be in writing and addressed to the Secretary, Imperial Shipping Committee, Board of Trade, Offices, Great George Street, London, S.W. 1. It is requested that they may be sent in as soon as possible, and in any event so as to reach the Secretary not later than 1st November, 1920, except in the case of the more distant of the Empire, other than in Europe, the Americas, the Mediterranean, or the Indian Ocean, communications from which should be received not later than 1st January, 1921.

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Members of The Canton Insurance Office Limited will be held at the Offices of Messieurs Jardine Matheson & Co., Limited the General Agents of the Company at No. 15 Pedder Street Victoria Hongkong on TUESDAY the 21st day of SEPTEMBER 1920 at 12 o'clock noon when the subjoined Resolution will be proposed as an Extraordinary Resolution viz:—

"That the New Articles contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such new Articles be, and there are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such Meeting will be held on THURSDAY the 7th day of OCTOBER 1920 at the same time and place for the purpose of considering and if thought fit confirming such Resolution as a Special Resolution accordingly.

Copies of the proposed New Articles and of the present Articles may be seen at the Offices of the General Agents or at the Offices of Messieurs Deacon, Looker, Deacon and Harston the Company's Solicitors at No. 1 Des Voeux Road Central, Victoria, Hongkong.

Dated this 17th day of August 1920.

JARDINE MATHESON & CO. LTD. General Agents.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO. LTD.

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Des Voeux Road, Hongkong, on Wednesday 6th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 30th September to the 20th October both days inclusive.

By Order of the Board,
General Managers,
JARDINE MATHESON & CO., LTD.
Hongkong, 15th September, 1920

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO. LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3/- per share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/4 per dollar.

Dividend Warrants will be obtainable on and after Thursday, 7th October, 1920, at the Company's Office.

Transfer Books of the Company will be closed from Thursday, 30th September, to Wednesday, 20th October, both days inclusive.

JARDINE MATHESON & CO. LTD. General Managers.
Hongkong, 16th September, 1920.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE

CHINESE LANGUAGE SCHOOL. A BEGINNERS' CLASS will be started on MONDAY, October 4th, at 5.15 p.m. at the Chinese Language School, junction of Zettum Street and Joe House Street, (Macao Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment.

By Order,
D. E. Blair,
Acting Secretary.
Hongkong, September 15th, 1920.

THEATRE ROYAL.

Commencing SATURDAY, 18th Sept. at 9.15. MAURICE E. BANDMAN presents the

BANDMAN COMEDY COMPANY

In a repertoire of latest London plays.

TO-NIGHT, "NOTHING BUT THE TRUTH."

MONDAY, 20th, "THE NAUGHTY WIFE."

TUESDAY, 1st, "A VOICE FROM THE MINARET."

WEDNESDAY, 22nd, "GENERAL POST."

THURSDAY, 23rd, "THE YELLOW TICKET."

FRIDAY, 24th, "BILLETED."

SATURDAY, 25th, "LORD RICHARD IN THE PANTRY."

Prices ... \$4, \$2 & \$1. BOOKING at MOUTRIE'S.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Lugard Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Range Registry No.	Locality.	Boundary Measurements.				Content in Acres.	Annual Rent.	Annual Value.	Upset Price.
		N.	S.	E.	W.				
1	Legend Brook	feet	feet.	feet.	feet.	8	8		
		40	per	sale	pan	about 25000			
						15			
						2,682.40			

PACIFIC SHIPPING.

C.P.O.S.

SAILINGS

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki ('Mojo') Kobe & Yokohama.
Steamers From Hongkong, Due Vancouver.

Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as complicated as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For Pass and other information please apply to

HONGKONG OFFICE.

Cable address: GACANPAC.

Telephone 152.

CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U.S. Shipping Board vessels

FOR SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FAULK" Friday September 18th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.

DOLLAR
LINESAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER.

STEAMERS.

SAILING DATE

"MELVILLE DOLLAR" ... OCT. 15TH. VIA PANAMA.

"HAROLD DOLLAR" ... OCT. 25TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 6th.

"WEST IRA"

Sailing on October 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

SAILING DATES.

EUROPE, U.S.A., ETC.

Egmont C. D. N. Co.	Sept. 20
Yokohama N. Y. K.	Sept. 20
Honolulu M. O. S. K.	Sept. 20
L. Farrar R. D. Co.	Sept. 20
Crosskeys A. L.	Sept. 20
Tanda P. & O.	Sept. 21
Mentor B. & S.	Sept. 21
Kanawha P. & O.	Sept. 22
Tanyo M. N. Y. K.	Sept. 22
E. of Asia C. P. O. S.	Sept. 23
West Himrod S. & D.	Sept. 24
Khiva P. & O.	Sept. 24
Atlas M. O. S. K.	Sept. 25
Van Waeswyck J. C. J. L.	Sept. 25
Arabia M. O. S. K.	Sept. 27
Korea M. T. K. K.	Sept. 30
Katori M. N. Y. K.	Sept. 30
Eledu P. S. T. Co.	E. Oct.
Tosa M. N. Y. K.	B. Oct.
Changsha B. & S.	Oct. 1
Hungaria D. & Co.	Oct. 3
Euryplus B. & S.	Oct. 3
Tamba M. N. Y. K.	Oct. 4
C. of Dunkirk B. L.	Oct. 5
Tyndarus B. & S.	Oct. 5
St. Albans P. & O.	Oct. 6
W. Hepburn R. D. Co.	Oct. 6
Nankin P. & O.	Oct. 8
Tajima M. N. Y. K.	Oct. 8
Baarn M. J. C. J. L.	Oct. 8
Stentor B. & S.	Oct. 8
Harold D. R. D. Co.	Oct. 9
Maduan F. W. & Co.	Oct. 10
Morioka M. N. Y. K.	Oct. 12
Helenus B. & S.	Oct. 12
Vinita L. A. Co.	Oct. 13
Eldena P. S. Co.	Oct. 15
Melville D. R. D. Co.	Oct. 15
Mishima M. N. Y. K.	Oct. 15
Matoppo B. L.	Oct. 15
West Ira R. D. Co.	Oct. 15
Nikko M. N. Y. K.	Oct. 20
Teucer B. & S.	Oct. 20
E. of Russia C. P. O. S.	Oct. 21
Keemun B. & S.	Oct. 21
Tydeus B. L.	Oct. 24
Monteagle C. P. O. S.	Oct. 26
Tenyo M. T. K. K.	Oct. 28
Dakar M. N. Y. K.	Oct. 29
W. Hixton L. A. Co.	Nov. 4
Nile C. M. Co.	Nov. 6
Shinyo M. T. K. K.	Nov. 22

JAPAN, COAST PORTS, ETC.

Tjisondari J. C. J. L.	Sept. 18
G. Apar P. & O.	Sept. 18
Teau B. & S.	Sept. 19
Tribodas J. C. J. L.	Sept. 20
Shin-i M. N. Y. K.	Sept. 20
Torilla P. & O.	Sept. 21
Haiching D. L. Co.	Sept. 21
Chipsing J. M. Co.	Sept. 21
Shantung B. & S.	Sept. 21
Kanchow B. & S.	Sept. 21
Hopsang J. M. Co.	Sept. 21
Kashgar P. & O.	Sept. 22
Taming B. & S.	Sept. 22
Sunning B. & S.	Sept. 23
Harbong D. L. Co.	Sept. 24
Tak-sang J. M. Co.	Sept. 24
Kwaisang D. L. Co.	Sept. 25
W. Henshaw S. & D.	Sept. 25
Kaifong B. & S.	Sept. 25
Yingchow B. & S.	Sept. 25
Tijmanoeck J. C. J. L.	Sept. 27
Yatsing J. M. Co.	Sept. 28
Kueichow B. & S.	Sept. 28
Kitano M. N. Y. K.	Sept. 30
Haikang J. C. J. L.	Sept. 30
Yotorofu M. N. Y. K.	Sept. 31
Tomimra M. N. Y. K.	Oct. 3
E. Crown S. & D.	Oct. 14
Aki M. N. Y. K.	Oct. 16
Hokuto M. D. & Co.	Oct. 19
L. Faulh P. M. Co.	Oct. 21

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

for SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" ... About Sept. 25th.

"ICORIN" ... Oct. 6th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

For SEATTLE.

Through Bills of Lading issued to OAKLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 20TH.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

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AGENTS.

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5th floor

Hotel Mansions.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

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T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS.	TONS.	LEAVE HONGKONG.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	22,000	Nov. 23rd.
PERSEA MARU	9,000	Dec. 2nd.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:-

Messrs. T. E. GRIFFITH, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 6th.

AN UNBURNISHED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.

Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services or account of the

UNITED STATES SHIPPING BOARD.

ALSO

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.

NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO SINGAPORE.

"WEST HENSHAW" ... 25th September.

TO SAN FRANCISCO & SEATTLE.

"WEST HIMROD" ... 24th September.

TO CUBA.

"CHIPCHUNG" ... 29th September.

TO SAN FRANCISCO DIRECT.

"ELKHORN" ... 30th September.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE - 1st floor Powell's Building, 13, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to:-

SHEWAN TOMES & CO.

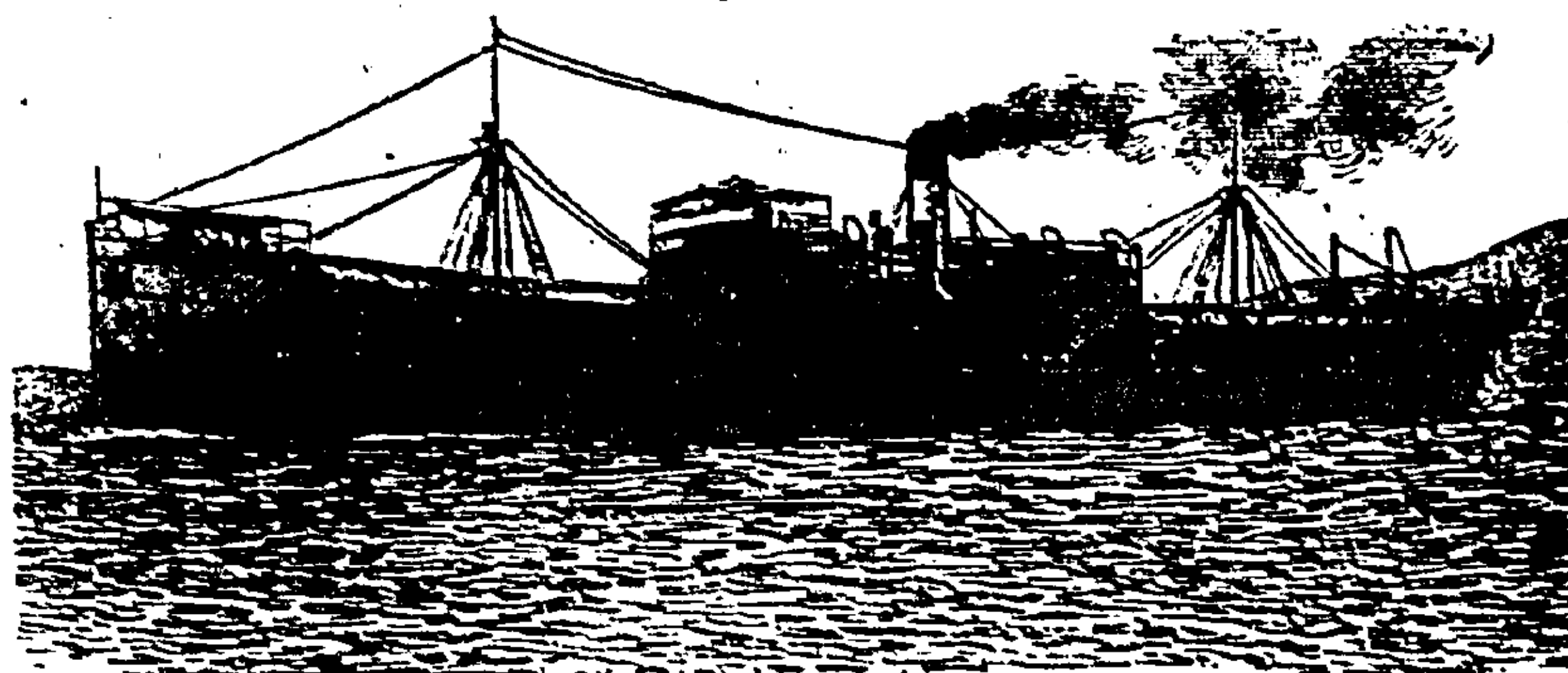
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATELOS" (ex "WAR-TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

COMPANY REPORTS.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Thirty-Seventh Ordinary General Meeting of the Douglas Steamship Company Limited, to be held at the offices of the Company on Saturday, 25th September, at noon:

The General Managers beg to submit to the shareholders their report on the thirty-seventh year's working of the Company, ending 30th June, 1920. After paying all running expenses, docking charges, and premia of insurance, the amount at credit of Profit and Loss Account is \$530,551.38, out of which an interim dividend of 8 per cent. absorbing \$80,000, was paid in April last, and subject to the approval of shareholders, it is proposed to appropriate the balance of \$450,551.38, as follows:—

To pay a final dividend of 4 per cent. (\$2.00 per share) .. \$ 40,000.00
To pay a bonus of 8 per cent. (4.00 per share) .. 50,000.00
To write off from the value of the Company's steamers and properties .. 140,551.38
To place to credit of the Reserve Fund .. 109,000.00
To place to credit of Underwriting Account .. 90,000.00
\$450,551.38

The S.S. Haitan has been sold and delivered and S.S. Morialta, renamed Hailong, has been acquired. The coast run has been well maintained by three steamers, while several charters have been secured for the extra steamers, the charter of S.S. Quinceburg being continued until March. The steamers and other properties of the Company have been thoroughly kept up.

Consulting Committee.—Messrs. D. G. M. Bernard and J. W. C. Bonnar having resigned, Hon. Mr. John Johnstone and Mr. A. O. Lang were invited to fill their places. These two gentlemen and Mr. W. E. Clarke now comprise the

Committee, who retire but offer themselves for re-election.

Auditors.—The Accounts have audited by Mr. A. R. Lowe and Mr. C. Bernard Brown who now retire but offer themselves for re-election.

Profit and Loss Account.

To Consulting Committee's Fees .. \$ 2,000.00
To Auditors' Fees .. 1,000.00
To Remuneration to General Managers Expenses .. 10,000.00
To Balance .. 450,551.38
\$ 543,551.38

By Interest on Mortgages .. \$ 12,963.20
By Interest .. 15,837.38
By Dividend on Investments .. 12,809.08
By Exchange Account .. 15,682.46
By Investment Fluctuation Account .. 6,361.67
By Profit on Sale "Haitan" .. 109,641.15
By Profit on running the Company's Steamers & Steam Launch during the year .. 370,249.32
\$ 543,551.38

Balance Sheet.

Liabilities.
Capital Account:—
20,000 Share at \$50 .. \$1,000,000.00
Reserve Fund as per last Report .. 350,000.00
Added in 1919 as per last Report .. 25,000.00
Unclaimed Dividends .. 142.00
Underwriting Account of the Company as per last A/c .. 213,083.18
Added in 1919 as per last Report .. 40,000.00
Added Premiums 1919 less Claims paid .. 4,702.61
Unpaid Dividends .. 5,316.00
Accounts Payable .. 177,695.61
Profit & Loss A/c .. 450,551.38
\$2,266,490.78

W. E. CLARKE.
A. O. LANG.
Members of Consulting Committee.

Assets.
Steamers:—
Hailong, Haiyang, Hailong and Hailong .. \$1,137,573.89
Less Amount written off as resolved at last General Meeting .. 50,000.00
1,087,573.89

Additions since made, including cost Hailong & less Book value Haitan Sold .. 381,925.49
\$1,469,499.38

Value of Wharf at Hongkong, Buoya & Moorings at Coast Ports & Furniture at Hongkong as per last Account .. 18,072.59
Less Amount written off as resolved at the last General Meeting .. 4,122.59
13,950.00

Half Share of Steam Launch at Foochow Less Amount written off as resolved at the last General Meeting .. 200.00
1,700.00

Loans on Mortgage Hongkong Government 6 per cent. War Loan .. 50,000.00
Straits Settlements 6 per cent. War Loan \$80,000 at 157 .. 50,555.40
British Government 5 per cent. War Loan \$5,000 at 84.15-£4,237.10- at 3-8-14 .. 22,963.05
Investment in Shares in Local Public Companies (at market prices at date) .. 123,322.00
Freights, Accounts Receivable, Agency Balances, on 30.6.20 .. 351,318.07
Cash in hand .. 882.22
Hongkong and Shanghai Bank Current Account in Hongkong & London .. 9,093.66
Tonnage Dues unexpired .. 1,357.00
Coal and Liquid Fuel in Bunkers .. 11,610.00
\$2,266,490.78

Investment in Shares in Local Public Companies (at market prices at date) .. 123,322.00
Freights, Accounts Receivable, Agency Balances, on 30.6.20 .. 351,318.07
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Tonnage Dues unexpired .. 1,357.00
Coal and Liquid Fuel in Bunkers .. 11,610.00
\$2,266,490.78

DOUGLAS LAPRAIK & CO. General Managers.

AADD Company reports

INDO CHINA STEAM NAVIGATION CO., LIMITED.

We are informed by Messrs. Jardine, Matheson and Co., Ltd., General Managers of the above Company, that after taking into account the payment of Interim Dividends made in April last, also, the sum of \$10,048.83 brought forward from 1918 and after providing for depreciation and all contingencies including provision for Floating Staff Pension Fund \$100,000, Transfer to Underwrit-

DAIRY FARM NEWS.

SAUSAGES

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Beef

Liver

Bologna

Brawn

Made daily

TO-DAY'S SPECIALITY

Oxford Sausage

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.

CHARTERED BANK.

PROPOSED INCREASE OF CAPITAL.

The local branch of the Chartered Bank has received the following telegram from its London Office, dated 16th instant:—

"At a meeting of shareholders called for 6th October Board of Directors will propose to subdivide present shares into 400,000 £5 each, also increase capital to £3,000,000 by issue of 200,000 new shares, £5 each, to be offered to existing shareholders in proportion one new share for every two shares already held at a premium of £2.10/- per share, payment to be made as follows:—

£5 on or before 15th November 1920.
£2.10/- on or before 31st December 1920.

Interest will be paid on instalments at 6% rate per annum free of income tax from date of payment until 31st December 1920. After that date new shares will rank in every respect *pari passu* with existing shares.

"Should resolution be passed second general meeting will be held on 27th October to confirm."

ing Account £40,000 and to Building Reserve £100,000, there remains a balance in respect of the Revenue a/c for the year ending 31st December 1919, of £139,509.19d. 3s. It is proposed to pay the balance of Dividend on Preferred Shares, namely 3/- per share, and a final Dividend on Deferred Shares of £2.10/- per share, and to carry forward to next year's account the sum of £8,099.23. Income Tax will be deducted from all Dividend Warrants issued in London but not from those issued locally which will be payable at Exchange 4.4, the T.T. rate ruling on 15th inst.

The Thirty-ninth Annual General Meeting of the Company will be held at the Offices of the General Managers at noon on Wednesday, 6th. October, 1920.

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK)

Capital Paid-Up and Surplus Frs. 105,000,000.00

The organisation of the Bank enables it open CURRENT ACCOUNTS, SAVING ACCOUNTS and fixed DEPOSIT ACCOUNTS in LOCAL CURRENCY and

ANY FOREIGN CURRENCY. These accounts may be converted

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on large, harsh and habit-forming cathartic pills, or on disagreeable saline purgatives, when you can obtain the famous little gentle-as-nature laxatives, Pinkettes, at every drug store. Strong purgatives hurt and harm, the temporary relief they give being usually followed by worse constipation than before. Pinkettes, on the contrary, leave no after ill-effects. They dispel constipation, are an ideal remedy for biliousness, sick headaches, torpid liver, coated tongue, foul breath, pimples and bad complexion. From chemists, or post free, 6) cents the vial, from Dr. Williams' Medicine Co., 96 Se-chuen Road, Shanghai.

NOTICES.

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TRIANGLE SPECIAL PROGRAMME

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"HELL FORTY-THREE"

IN SEVEN PARTS.

GINS.

Caldbeck's Old Tom and Dry

Jas. Coulls & Co., Old Tom and Dry

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HONGKONG TELEGRAPH. EXTRA.

SATURDAY, SEPTEMBER 18, 1920.

REUTER'S TELEGRAMS.

THE COAL DISPUTE.

GOVERNMENT'S POSITION UNASSAILABLE.

London, September 17.

The general opinion on the coal crisis is that the Government's position is unassailable on the ground of common interest and national interest. Sir Robert Horne's conciliatory and generous handling of the situation is widely eulogised.

One of the most remarkable points brought out at the Conference was Mr. Brice's declaration as regards the crucial question of output, when he offered the whole resources of the Miners' Federation to discuss the cause of and remedy for the falling output. This is the first occasion on which the miners have committed themselves to a promise regarding increased output.

THE MAIN POINT.

London, September 17.

Although yesterday's adjournment left the coal situation in a highly contentious state, it is generally opined that the relation of the miners' demand for a reduction in the price of coal to the background leaves nothing insuperable in the way of a reasonable settlement. The main point of contention now is the miners' insistence upon a 2/- increase in wages without investigation, regarding which Sir Robert Horne points out that he is not in the position of a private owner but is trustee for the public and consequently can only recommend an increase if inquiry justifies it.

THE NEW YORK EXPLOSION.

CAUSED BY A BOMB.

London, September 17.

The Police last evening reported that they had found evidence that the explosion was caused by a huge bomb loaded with T.N.T. and reinforced with iron slugs fashioned from window weight bars.

The disaster panic-struck the entire New York financial district. It occurred during the luncheon hour, when Wall Street was thronged. A tremendous hole in the middle of Wall Street marks the spot where the explosion occurred. Eye-witnesses in the immediate vicinity were either killed or seriously injured; hence the mystery surrounding the disaster. Morgan's offices were completely wrecked. The number of injured is 500, according to the latest estimate.

THE IRISH ATROCITIES.

U.S. TRIBUNAL TO INVESTIGATE.

London, September 17.

The *Daily Chronicle's* New York correspondent says Mrs. McSwiney is proceeding to America and will appear with Mr. de Valera before the so-called Non-Partisan Tribunal composed of a hundred representatives of Americans, which is establishing the *Nation* to inquire into charges and atrocities against one another by the British Government and Sinn Fein and which is expected to begin its sittings at Washington in October. It is stated that the Tribunal comprises Senators, members of the House of Representatives, Mayors, Judges and leaders in professional, business and labour circles.

"GOD ALMIGHTY FIRST."

GOVERNOR COX'S CREED.

Salt Lake City, September 17.

Governor Cox, the Democratic candidate for the Presidency, in a speech, was warmly applauded when he defended the League of Nations. Governor Cox asked whether anyone knew the Republican candidate's attitude on that subject, when somebody shouted "America first." Governor Cox retorted:—"What was Germany's war-cry? It was 'Deutschland Ueber Alles', and the world rose against it and struck it down, for it was selfish and inhuman." He added that if their slogan was to be "America first," she must arm to teeth. Therefore his creed was "God Almighty first." The speech was loudly cheered.

CHEAPER LIVING.

BREAK IN PRICES OF CLOTHING.

London, September 17.

Horrockses, the largest manufacturers of long cloth and flannel sheetings, having announced a general reduction in prices of 5 per cent., the management has declared that this is the beginning of the long-promised break in prices of dry goods, and only a grave coal or other strike can send up prices again. The move should affect 2,000 varieties of material, including ladies' dresses and underwear and men's suitings; also the boot trade and outfitting.

Mr. Selfridge confirmed the beginning of a general break and declared that the public would have the benefit of lower wholesale prices. The general tendency for high prices to diminish would now begin.

TRADE WITH RUSSIA.

YORKSHIRE FIRMS CONCLUDE CONTRACTS.

London, September 17.

Despite what is tantamount to the ejection of M. Kameneff, the trade relations are being continued by M. Krassin. He has already concluded cloth contracts with Yorkshire firms involving £2,000,000 and delivery within three months. It is anticipated that further announcements as regards leather and machinery contracts will be made public at the earliest moment.

FRENCH PRESIDENCY.

M. MILLERAND FAVOURED.

Paris, September 17.

Parliamentary opinion most strongly favours M. Millerand for the Presidency. Every effort will be made to induce him to withdraw his refusal to stand. His candidature is expected to receive the almost unanimous support of Congress.

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

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still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

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Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 18, 1920.

DOUBLE DEALING?

Whilst, like all fair-minded Britishers, we want to see Germany given a fair deal and a real chance to reconstruct her affairs after the disastrous experience that has been hers, we have never lost sight of the point that in military matters the Allies will need to be ever on the alert in seeing that the provisions of the Versailles Treaty are faithfully observed. Yesterday a cable came to hand stating that a famous Prussian Cadet School, the principal nursery for Prussian officers in pre-war days, which was closed in accordance with the Treaty, has been reopened and is being conducted on the old lines. Indeed, we are told that the old order has been completely restored, excepting the uniforms. That is a serious state of affairs, and if it should prove to mean an attempt to keep alive the old Prussian spirit of militarism, then it will bear out fears which have for a long time been held that the Old Gang is still hard at work behind the scenes.

Not long after the armistice, the Times warned the Government and the public that Germany was resolved to reconstitute her Army upon the traditional lines of Prussian Militarism, and that journal has again recently returned to the subject, alleging that the idea of evading the military terms of the Peace Treaty is still animating the leaders of Germany to-day. In a lengthy article, which we have just been reading, it is asserted that Germany is seeking her object, by resorting to devices, by which Prussia furtively enrolled the "People in Arms" in the years that followed the collapse of 1896. Not long after the armistice in 1918, as we all know, new military formations under half-a-dozen names were enrolled, but, according to what we now read, although some of these forces have been ostensibly dissolved in response to Allied complaints, through their names having been changed, in substance the most effective have been preserved. Although Germany has pledged her oath and honour not to maintain a conscript Army, according to the authority which we are quoting she has not repealed her conscription law. It is, indeed, still in force, and every German of military age is still bound to serve under its provisions. They are serving. There is no difficulty about getting recruits. They are being passed through the mill of the Reichswehr of the German democratic Republic precisely as the Krumpers were passed through the mill of the royal Prussian Army of the Hohenzollerns in preparation for 1813. Each batch of recruits is kept with the colours for a few weeks, and then sent home to make room for the next. They are sent home, but their addresses are carefully registered. A high proportion of the veteran regulars demobilized are not even sent home. They are transferred from the ranks of the Reichswehr to the sham police forces or to other organizations under a civilian disguise from which they can be immediately called up. On paper, indeed, the whole military population can be called up almost as expeditiously as in August, 1914. The old lists and indexes have been preserved and brought up to date. Up to and including last year's class, the system is complete. Special care is devoted to the retention of non-commissioned officers and members of the technical services. Neither can be improvised; both are indispensable for the projected conscript army. The N.C.O.'s are necessary to give the finishing touches to the Krumpers; the technicians to handle their special weapons and instruments, from heavy guns and aircraft to field telegraphs and poison gases.

It will be recalled that the Peace Treaty limits the German Army to 200,000, which has to be reduced by January next year to 100,000, and that Germany has been pleading against this further reduction. From what the Times says, it is from no mere desire to have a second 100,000 that her military leaders are opposing this reduction, but because the 200,000 can be distributed into 17 divisions, and by plans already in partial operation, these divisions can be readily expanded into as many Army Corps. Thus the skeleton of the old pre-war German Army would be practically complete. If these things are true—and the re-opening of this Prussian Cadet School lends colour to the belief—then it would seem that the old militarists are still pulling the strings. That is why the Allies should, so far as military matters go, set their face in most determined manner against the least compromise with Germany. If conscription is still in force, then the Allies must insist on killing it. If this Cadet School is again open, in defiance of the provisions of the Treaty, then it must be shut down without further ado. For the sake of the peace of future generations, any Prussian military institutions must be nipped in the bud.

NOTES & COMMENTS.

THE FRENCH PRESIDENT.

Apart altogether from the fact that the President of the French Republic is the head of Britain's closest ally, one cannot help entertaining feelings of real sympathy for M. Deschanel, whose early retirement from office is predicted. After many years of devoted service to his country, his reward came in January of this year, when he was most enthusiastically voted to the position of First Citizen. And then, through an unfortunate accident whilst travelling, he suffered a mental and physical shock, the effects of which have gradually lessened his capacity to discharge the important and onerous duties that his position carries with it. One can well imagine this brilliant veteran proudly taking the place he had carved out for himself in the hope and belief that he would have been spared for his full term to have continued his services to the country he loved so well. But the hand of Chance has intervened, and, judging from the reports to hand, M. Deschanel of to-day is an elderly gentleman who must always be attended. It is interesting to note that only four of President Deschanel's predecessors of the Third Republic served for their full terms of seven years, these being Grévy, Loubet, Fallières and Poincaré. The first President, M. Thiers, guided the destinies of France for 21 months, but the septennial period was not adopted until the Presidency of his successor, Marshal MacMahon, who, however, was involved in an anti-Republican plot, and resigned after being in office five years and eight months. President Carnot had served the full term all but six months when he was assassinated, and President Faure died in the fifth year of his Presidency. The President with the shortest term to his credit was Casimir Perier, who succeeded President Carnot, and six months later resigned owing to a difference of opinion with the Cabinet. M. Deschanel, if his resignation comes as soon as is expected, will have gone near to beating even that short record. We feel sure that not only French residents of the Colony but residents of all nationalities will have extended their silent sympathy to this central figure of a very sad story.

THE COAL CRISIS.

It was quite an encouraging ray of hope that Reuter gave us by his cables on the Home coal crisis yesterday. All parties are confident that peace is still possible, and although there are still many things that may upset matters the very fact that that confidence exists is an augury of value. The greatest cause for hope is the fact that the miners have extended an invitation to Sir Robert Horne to meet the Miners' Executive—an invitation that has been met with a prompt response. When discontented workers who have been invited to a strike send an invitation to the Minister for Labour to meet them after one abortive conference it marks an attitude of unquestionable conciliation. Reuter tells us that the path to a compromise satisfying both sides is strewn with difficulties—a fact that we knew already seeing that the miners have hitherto refused to separate their demand for increased wages from a demand for cheaper coal. If they had only asked for one thing at a time there might have been a better chance of satisfying them. And it is almost hopeless for us out here to try to judge of the real facts. The Government has issued one set of figures that makes the miners' demands look like a piece of exaggerated tomfoolery; whilst the miners have replied with other figures that give the lie to the official statement. The only aspect of the case that we are really concerned with is that, thanks to the power that it has gained through organization, Labour is in a position to dictate its own terms to the Government under a threat of complete industrial stagnation. Three powerful Unions acting in combination can throw the whole country into confusion and mudslide just because one set of workers—who are by no means so badly paid, after all—are dissatisfied with their scale of remuneration and think that the coal owners have been making too much profit. It would not be so bad if the objects sought by the miners in this dispute were purely industrial, but they are political, insofar as the question of exporting coal is one that affects very very big outside political issues. The demand for better wages

DAY BY DAY.

EVERY NOBLE WORK IS AT FIRST "IMPOSSIBLE."—*Carlyle.*

One non-fatal case of enteric was notified yesterday, the sufferer being a Chinese.

His Excellency the Governor has appointed Mr. Geoffrey Norman Orme to be First Police Magistrate and Coroner.

The road on the west side of King's Park running between Gascoigne Road and Jordan Road is in future to be known as Chi Wo Street.

His Excellency the Governor has appointed Mr. Robert Melville Smith to be Second Lieutenant in the Engineer Company, Hongkong Volunteer Defence Corps.

It will be seen from an advertisement the Hongkong Hotel Company is opening a garage as from October 1st. It promises a first-class service at reasonable rates.

The total output of the Kailan Mining Administration's mines for the week ending 4th September, amounted to 94,166 tons and the sales during the period, to 60,036 tons.

His Excellency the Governor has, with the approval of the Secretary of State for the Colonies, appointed Mr. Edward Irvine Wynne Jones to be a Cadet in the Hongkong Civil Service.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. John S. McCallum as Vice Consul of the United States of America at Hongkong.

Inland Lot 2402, on the new road from Gap Road to Wanchai Gap, is to be sold by auction at the P. W. D. Offices on October 4th. It has an area of about 230,980 square feet, the annual rental is \$1,336 and the upset price \$34,647.

His Excellency the Governor has appointed, provisionally, and subject to His Majesty's pleasure, the Hon. Mr. E. V. D. Parr to be an Unofficial Member of the Executive Council during the absence from the Colony of the Honourable Mr. E. H. Sharp, K.C., O.B.E.

The North Point bathing beaches, having been lent to the 2nd Battalion of the Dr. of Edinburgh's (Wiltshire) Regiment on Thursday and Friday the 23rd and 24th of September from 1 o'clock p.m., will be closed to the public during the afternoon of both these days.

After an extended cruise in the South Seas, the Japanese naval squadron, comprising the cruisers Tone and Nisino, and commanded by Vice-Admiral S. Yoshida, arrived in the Colony yesterday afternoon, and exchanged salutes with the port and with the French cruiser D'Estrees. The two warships will stay here for a week before resuming their voyage back to Japan.

Tenders are being invited for the lease of Crown land known as Kowloon Marine Lot No. 33, as a whole (containing about 166,873 square feet) or in two parts (containing about 96,873 square feet and 70,000 square feet respectively) for a period of three years but subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Notice is given the Governor in Council purposes to make an order under the Highways Ordinance, 1910, for the closing of the roadway situated between Kowloon Marine Lot No. 33 B.P. and Kowloon Marine Lot No. 32, from east of Kowloon Marine Lot No. 33 Section A to the sea. Any person objecting to the proposed order must forward his objection in writing to the Colonial Secretary not later than the 8th October, 1920.

could easily have been referred to an Industrial Court, but the miners or rather the present gang of Labour Leaders seem to be out to drive the Government into resignation. If they succeed in that we hope that Labour will be taught the lesson it deserves.

1895.

HONGKONG TWENTY-FIVE YEAR'S AGO.

(Compiled from the "Hongkong Telegraph" files for week ending Sept. 25th, 1895.)

THE DOLLAR.

Sept. 19th.—The Rate of the Dollar, on demand, to-day is 2s. 2-3/8d.

Sept. 20th.—The popular Variety Club of the Royal Engineers gave an entertainment last night at the Victoria Barracks. A good programme was presented, the Club has vastly improved since their last entertainment and they are now much more at home on the stage.

A BLASTING INCIDENT.

Sept. 21st.—Two men were badly hurt by blasting explosion at Kowloon yesterday afternoon. The supposition is that the blast failed to go off and that the men were attempting to re-fuse when the explosion occurred and they were then at once in-fused—with pain and dismay. One man lost his hand and the other was badly hurt. Both are now in hospital.

SAVED BY THEIR PIG TAILS.

Sept. 23rd.—A smart rescue of two Chinese sailors were effected in the harbour this morning close to the P. and O. steamer Ancona. At 9.15 as the Ancona was coming up to her buoy and preparations were in the usual way, made for lowering her board, two Chinese seamen were seen to fall overboard and struggle for dear life in the water, being apparently unable to swim. Fortunately the Hongkong Hotel launch, ever on the alert for incoming passengers, was not a great way off and the lynx eyed Runner who had charge of her had not failed to notice the accident. Quickly as lightning he put the helm of the launch over, and in next of no time, had hold of the half-drowned Chinamen by their pig tails and a moment or two later hauled them on board.

HONGKONG TRADE.

REPORT ON IMPORTS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, contains the following:

Cotton piece goods and fancy cotton goods.—The market is unchanged. The political trouble is likely to have a very serious effect, for unless it ends very soon the winter buying season will have passed without any sales having been effected. It is rumoured that possibly the "Moon Festival," which takes place in about 10 days time, will bring about peace, as the soldiers will want paying. Armed bandits are taking advantage of the situation and terrorising the countryside, with the result that shop keepers even outside the war area are closing down. It is impossible to sum up the situation with any degree of accuracy, for the unexpected always happens in China. There have been rumours in Manchester of large orders being placed for far Eastern markets, presumably, a good deal further East than Hongkong!

Cotton yarn.—Political troubles in the interior are still a disturbing factor, consequently the market has continued extremely quiet. An insignificant business was transacted and values declined about 10 for the lower counts, and 20 for the higher denominations. Quotations are—No. 10s, \$175/210. No. 12s, \$188/215. No. 16s, \$265/260. No. 20s, \$235/230. Arrivals 2,500 bales. Sales 500 bales. Shipments nil.

Unsold Stock 10,000 bales. Bargains 13,000 bales. Woollen.—Small sale of serge reported. No business at all in other lines.

Raw Cotton.—Values are nominally unaltered as follows:—\$32/35 for Indian grades. \$39/43 for Chinese staple.

Metals.—Nothing doing. Flour Market Report.—Stock: About 300,000 sacks. Quotations:—American Patent, \$4.80 per sack; American Cut of \$3.95 per sack; American Straight, \$3.40 per sack; Shanghai Flour 2nd, \$3.10 per sack; Australian No. 1, \$4.05 per sack; Australian No. 2, \$3.90 per sack.

Window Glass.—Market is inclined to be weak on account of accumulation of stocks.

Java Sugar.—Market declining owing to absence of demand and continued weakness in Java.

Philippines Sugar.—Market quiet, prices declining.

SHIPPING NOTES.

(BY "NEPTUNE.")

In a report of theirs, dated the 11th instant, a firm of ship brokers in the Colony say:—We last went to press on the 28th ult. and have to report that, in the meantime, what little business has been transacted has been practically all in the nature of off-trip fixtures, enquiries for vessels on time charter being, to all intents and purposes, nil. For Saigon-Hongkong rates remain the same as last advised, namely, about 20 cents per picul, a small Norwegian having accepted this figure for a full cargo of 25/27,000 piculs. A medium-sized local coaster of 34/36,000 accepted a lumpsum of \$7,000 and another well-known vessel closed a part cargo of 40,000 piculs at 20 cents. For Saigon-Philippines the rate still stands at 35 cents per picul for one discharge port, but we hear of only one further closure in consequence of the Philippine markets being now slightly overstocked. Thereafter a small outsider indicated she would accept 40 cents per picul, but charterers countered with 30, so that no business eventuated. For cattle business two further trips have been negotiated for two local coasters, at slightly increased rates, and more could probably be done. We hear a rumour to the effect that the Wuhu rice crop is likely to be a good one and the owners of coastal tonnage will probably be drawing back some of their scattered tonnage for loading at this port during October. A number of fixtures have been made in the direction of Newchang and Dalny to Hongkong and Canton, four China Navigation Company vessels being reported closed for loading late September and first half October, the rates being in each case 50 cents per picul for loads of 25,000 or over, and in one case 52 cents for 20,000 piculs, at charterers' option 35,000 piculs at 50 cents. The Java-Hongkong market remains as last reported. Under coal, we have nothing of interest to report, the market, both Japan and local, remaining in the same state as last reported.

I hear that the Norwegian vessel Skuld and two China Navigation Company's boats, the s.s. Tsingtau and the s.s. Chengpu, have been fixed for the Saigon-Hongkong run. The French vessel Bourbon, I am, told, has accepted 32 cents per picul for Saigon-Philippines, while the China Navigation Company's s.s. Paoting will be engaged in the carriage of cattle to the Philippines.

The direct steamship service from Vancouver, British Columbia, to Singapore which was inaugurated by the Canadian Pacific Ocean Services last October with the steamship Methven and augmented by the addition of the steamship Mattawa, formerly in the Atlantic trade, has proved very successful. Shipments of rubber, tea, tin, etc., originating in the Straits Settlements and Indian ports can now be carried direct from Singapore to Vancouver, saving transshipment of cargo at Hongkong. From Vancouver it is expected a very heavy volume of traffic will move in connection with these steamers to Singapore, as shipments for such ports as Calcutta, Colombo, Bombay, Rangoon, Madras, Batavia, Samarang, etc., can be transhipped at Singapore at considerably less cost than via Hongkong. To these ports a regular weekly service is maintained by local steamship lines from Singapore. With the addition of these two steamers the Canadian Pacific Ocean Services now have six steamers in their Oriental service aggregating 60,000 tons gross, with approximately three sailings per month. Through bills of lading for Oriental ports are now being issued from shipping points, thereby eliminating the usual trouble of arranging clearance at the seaboard.

The success of the C.P.O.S. in their Eastern and Far Eastern enterprise is tempting other Canadian steamship lines to inaugurate services to India and China. For instance, the Canadian Government Merchant Marine are making arrangements for a direct line to India and the Straits Settlements from Montreal, and a service from Vancouver to South Africa, with return journey via Hongkong and Singapore. Provision has been made in the vessels of the Canadian Merchant Marine, for the accommodation of commercial travellers and samples.

An example of the keen competition in securing freight from the ports in the Far East to the Pacific Coast is shown in the case of the American steamer Angeles recently in the harbour of Shanghai, seeking cargo at the Shipping Board rates. The Eastern Soldier, a Japanese operated vessel, lying alongside of the Angeles, received a load for the Puget Sound at the rate of \$3 to \$4 per ton, while the Angeles sailed with a light cargo. Of course, this is the case from the American point of view. For all that I know, the cargo that was shipped by the Eastern Soldier may have been that placed by the Japanese houses in Shanghai, and, in that case, it would be puerile for the Americans to enquire why the Angeles should have left Shanghai with a light cargo and the Eastern Soldier go with a full load. On this very point, I may state that Admiral Benson, the Chairman of the United States Shipping Board, thinks that in the trans-Pacific trade there is and has been specific and successful efforts to prevent American ships from obtaining return cargoes at certain ports, while ships of other nations receive full cargoes. He is further reported to have said that the United States is determined to control, at least a part of its traffic in import and export. No one has any desire to harm American shipping interests in the Pacific. There is business enough for Americans and others, and all countries can work in perfect harmony. The passing of the Jones Bill will probably have a very decided effect on the future freight-rate making.

The committee of merchants and shipowners appointed by the London Chamber of Commerce to consider whether a simple standard, uniform bill of lading could be agreed upon, finds that such a desideratum is impossible. Trades are so diverse as to require different conditions for each, and there are often three sides to the question—the interests of the individual shipper or importer, of the other shipowners or consignees, perhaps at a subsequent port, and of the shipowner. Most of the present dissatisfaction among shippers arises from non-delivery and pilferage of cargo, against which shipowners might increase their liability and this liability might with advantage be made uniform in all general cargo trades while the present high level of values prevails. The shipowner here and elsewhere maintain that pilferage frequently occurs while the goods are not under the shipowner's control, and some even pay fifty per cent. of any pilferage claims as a protection against cases in which they are not really responsible for the loss.

Already it is known that some of our leading shipping companies are looking closely into the evil of thefts on board, and are endeavouring to reduce such thefts by placing full responsibility again in the hands of the officers of the ships as was done years ago. As a result of the growth of the vessels, shipping companies withdrew the responsibility from the officers of the ships and placed it on the staffs ashore. The break of continuity of supervision resulting from the change has no doubt in a measure contributed to an increase in the number of thefts. The news that some companies are reverting to the practice of their ship officers supervising the discharging and loading of the cargoes is a step in the right direction, and it is hoped that their example will be followed by the other companies in all parts of the British Empire. The easiest remedy, as I have already stated, is to make merchants send their goods in better packing and to force them to do so by underwriters demanding very high rates to cover risks of thefts, short delivery and pilferages. From all quarters of the globe, there are complaints about the increase in dock pilferage. Even in Bombay a considerable amount of pilferage has taken place in the docks at that port. The statistics submitted to the Port Trust at Bombay show that 174 thefts were reported during the period of January to March, 1920, against 67 during the three months October to December, 1919. This is some satisfaction, however, learning that 153 convicts were obtained during the 31 months ending March, 1920. In the matter, it appears, is the closest attention of Bombay Port Trust, as it is from the Godown Company and the Hongkong Chamber of Commerce.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"MENTOR" 22nd Sept. London, Amsterdam & Antwerp
 "HELENUS" 12th October London, Amsterdam & Antwerp
 "KEEMUN" 21st October London, Amsterdam & Hamburg
 "JASON" 31st October London, Amsterdam & Antwerp
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"PYLUS" 3rd October Havre, Rotterdam & Liverpool
 "N" 10th October Genoa, M'les, L'pool & Glasgow
 "EUS" 19th October Genoa, Liverpool & Glasgow
 "AMON" 2nd Nov. Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 5th October Victoria, Seattle and Vancouver
 "TEUCER" 20th October
 "IXION" 12th Nov.

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

HOMEWARD PASSENGER SERVICE

"MENTOR" 22nd September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.1814 ESTABLISHED 1914
100 YEARS.JOHN
HADDON
AND CO.Export and Import
AgentsFor ONE HUNDRED YEARS in
the CITY OF LONDON we have
acted as Buying and Selling
Agents for Traders, Storekeepers,
Growers of Colonial Produce.Are you requiring the services
of London Agents to promote
your interests? We shall be
pleased to enter into correspond-
ence with a view to arranging
terms to mutual advantage.BANK CREDITS ARRANGED.
CASH ADVANCED AGAINST SHIPMENTS.JOHN
HADDON
AND CO.Colonial Merchants
and Produce Agents.

SALISBURY SQUARE, LONDON, E.C.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"AJAX."are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will
lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 16th
September.Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.All broken, chafed, and dam-
aged goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 23rd Sept.,
will be subject to rent.All Claims against the Steamer
must be presented to the under-
signed on or before the 7th Oct.,
or they will not be recognised.No Fire Insurance will be
effected.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th September, 1920.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST
SERVICE.

From NEW YORK

The Steamship
"MOORISH PRINCE"Having arrived, from the above
Port, Consignees of Cargo are
hereby informed that their goods
are being landed at their risk into
the Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, Kowloon,
and stored at Consignees risk and
expense.All broken, chafed and damaged
goods are to be left in the Go-
dows, where they will be ex-
amined on Friday, 17th inst.,
at 10 a.m.All claims must be presented
within fifteen days of the steam-
er's arrival here, after which date
they cannot be recognised.No claims will be admitted after
the goods have left the Godowns,
and all Goods remaining unde-
livered after the 20th inst. will be
subject to rent.Consignees of cargo are hereby
notified that they must produce
an Import permit signed by the
Superintendent of Imports and
Exports Hongkong, before Bills
of Lading can be countersigned.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed bySHEWAN TOMES & CO.
Agents.

Hongkong, 15th September, 1920.

W. S. & CO.

ENGINEERS, SHIP-
BUILDERS, & UN-
KOWI N.HARBOUR REPAIRS
Call Flag "L"Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.Works Tel. K21.
Manager K339.
Secretary K369.
Harbour Engineer K28.
Telegrams "SEYLAURNE."

CONSIGNEES.

HOLLAND-OOST AZIE LIJN,
(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

From ROTTERDAM, AMS-
TERDAM, HAMBURG
& GENOA

The Steamship "RADJA"

having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into
the hazardous godowns of the Hong-
kong & Kowloon Wharf &
Godown Co. Ltd., whence and/or
from the wharves delivery may
be obtained.Goods not cleared by the 24th
September, 1920 will be subject to
rent.All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on 23rd. September,
1920 at 10 a.m. by Messrs. God-
dard & Douglas.Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognised.No Fire Insurance will be
effected by the undersigned in any
case whatever.Bills of Lading will be counter-
signed by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 16th September, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"BORNEO MARU"

From JAPAN.

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the Go-
dows of the Hongkong and Kow-
loon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary
be given before 15th inst.No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 21st inst. or they
will be subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 28th inst.
or they will not be recognised.All broken, chafed, and dam-
aged Goods are to be left in the Go-
dows, where they will be exam-
ined on the 21st inst. at 10 a.m.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byDODWELL & CO., LTD.
Agents.

Hongkong, 15th September, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER-MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"MELVILLE DOLLAR."

having arrived from New York
via Vancouver, B.C., and ports
on September 16th, 1920, con-
signees are hereby notified that
their cargo is being landed at
their risk into the hazardous Go-
dows of the Hongkong & Kow-
loon Wharf and Godown Co., and
stored at consignees' risk.All broken, chafed and dam-
aged cargo is to be left in the
Godowns until Monday Septem-
ber 20th, 1920, when they will be
examined by Messrs. Carmichael
& Clarke at 2.15 p.m. Monday
September 20th, 1920.Claims will not be accepted un-
less cargo is so examined by said
Surveyors, prior to the above date.
All claims must be presented
within a month of the steamer's
arrival here, after which they will
not be recognised.No claims will be admitted after
the goods have left the Godowns.
All goods remaining after
September 23rd, 1920, will be sub-
ject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their bills of lading for
countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 15th Sept., 1920.

EX-AMBASSADOR LEAVES

NEARLY £1,000,000.

Probate has been granted in
London of the will of Mr. J. H.
Choate, formerly the American
Ambassador in London. His
property in the United Kingdom
is valued only at £380, but the
total estate, as reported from
New York, is £345,000. The
testator's bequests include £2,000
each to the State Charities Aid
Association, New York; New
York Association for the Blind;
Women's Prison Association and
Home, and to the Legal Aid
Society.

SICK OF WAR.

MR. CHURCHILL'S REPLY
TO LABOUR.Mr. Winston Churchill, Secre-
tary of State for War, has
addressed the following letter
(dated August 3) to the Secretary
of the Leicester and District
Trades Council:—Dear Sir,—I have given
directions that a copy of the Blue
Book on "The Evacuation of
North Russia," issued to Parlia-
ment last Friday, shall be sent to
you for the use and information
of members of your council. Since
you are taking so much interest
in Russian affairs, your members
ought to make it their business to
study it with attention.You will not find any reference
in the Blue Book to the conver-
sation which I had with General
Golovin in May. The reason is
that this conversation played no
part in the course of events; that
it took place, as you will see from
the Blue Book (page 10), after the
Cabinet decisions had been taken,
and that the account of it is in-
accurate and, in many respects,
notably those to which you refer,
quite untrue. It would not be
right to number a Blue Book,
which is a record of facts and
actions with trivial and mislead-
ing stories.The charge in your resolution
of "showing contempt for public
opinion" was not, however, made
against me, but against the
House of Commons, and on this
point I referred you to the Parlia-
mentary Labour Party. I showed
you (in a letter that was published
in *The Bulletin* on Monday,
July 26) that there were at least
four occasions remaining before
the end of the session on which
your Parliamentary leaders
could, if they wish, have a debate
on this subject or on any other
matter connected with Russia.A HARD HIT.
You will observe, however, that
your Parliamentary leaders have
decided, according to the publish-
ed report: "That to give Mr.
Churchill a further opportunity
of defending and expatiating on
his past policy would be prejudi-
cial to the present prospects of
better relations with the Russian
people and the establishment of
peace."You will permit me to point
out that no such consideration
hampered those members of the
Labour Party and of the Labourpress who have filled so many
columns of print and posted
placards all over the country mak-
ing gross and violent charges
against me. It does no harm
apparently to make such charges.
The only danger is to make them
in any place where they can be
replied to.Lastly, in your letter you say
that "the great mass of the
people" are "sick unto death"
of the war against Russia. I
share this feeling to the full. We
have had enough of war and more
than enough. It is not,
however, the British who are
making war, but the Russian Bol-
sheviks. They are at this
moment invading Poland and
trampling down its freedom.
They are doing their best to light
the names of war in Persia,
Afghanistan, and, if possible, in
India. Their avowed intention
is to procure by violence a re-
volution in every country.Only last week they sent a
formal letter to the British
Labour Party urging them to
start "a heavy civil war"
throughout England and Scot-
land. All the time they deny to
their own people the slightest
share in public affairs, and rule
them even in their homes and
workshops with the iron rod of
despotism. My sole object has
been, and will be to keep such
hateful foreign oppressions far
from our native land.—Yours
faithfully.

WINSTON S. CHURCHILL.

"TYPICAL OF THE MAN."

Leicester Trades Council, re-
plying to Mr. Winston Churchill's
letter, says: "The reply is
typical of the man." The Council
adds that Mr. Churchill, as Secre-
tary for War, did not agree to
withdraw the troops from North
Russia until six months after the
Cabinet had decided on evacua-
tion.IS A PUBLIC HOUSE A
PUBLIC PLACE?A novel point was raised in
North London Police-court, when
a man was charged with exposing
wounds in an endeavour to obtain
alms. Mr. Forbes Lancaster
said that sort of begging was only
an offence in a public place, and
he did not think a public-house
came under the description. "It
is very important to know
whether it is or not," he added.
There ought to be a decision in
the High Court. The man was
discharged.

DOINGS OF THE DUFFS.

Somebody Is Always Throwing Tacks On the Road of Pleasure.

BY ALLMAN.



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"MENTOR" 22nd Sept. London, Amsterdam & Antwerp
 "HELENUS" 12th October London, Amsterdam & Antwerp
 "KEEMUN" 21st October London, Amsterdam & Hamburg
 "JASON" 31st October London, Amsterdam & Antwerp
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"PYLUS" 3rd October Havre, Rotterdam & Liverpool
 "EUS" 10th October Genoa, M'les, L'pool & Glasgow
 "AMON" 19th October Genoa, Liverpool & Glasgow
 "AMON" 2nd Nov. Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 5th October Victoria, Seattle and Vancouver
 "TEUCER" 20th October
 "IXION" 12th Nov.

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 2.

HOMEWARD PASSENGER SERVICE

"MENTOR" 22nd September for London direct
 "TEUCER" 8th October for London direct
 "TEUCER" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

1814 ESTABLISHED 1914
100 YEARS.

JOHN HADDON AND CO.

Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.
CASH ADVANCED AGAINST SHIPMENTS.

JOHN HADDON AND CO.

Colonial Merchants and Produce Agents,

SALISBURY SQUARE, LONDON, E.C.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co's Steamer "AJAX."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 16th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Oct. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th September, 1920.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST SERVICE

From NEW YORK

The Steamship "MOORISH PRINCE"

Having arrived, from the above Port. Consignees of Cargo are hereby informed that their goods are to be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Friday, 17th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO. Agents.

Hongkong, 12th September, 1920.

W. S. & CO.,

ENGINEERS SHIPBUILDERS
BUILDERS OF UN
KOWI
HARBOUR REPAIRS
Call Flag "L"Sole Agents for
"KELVIN MOTORS"
Motors from 12 H.P. to
50 H.P. now in stock
also spare parts.Works Tel. K.21.
Manager K.329.
Secretary K.369.
Harbour Engineer K.33.
Telegrams "SEYLAURNE."

CONSIGNEES.

HOLLAND-OOST AZIE LIJN,
(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

From ROTTERDAM, AMS-
TERDAM, HAMBURG
& GENOA

The Steamship "RADJA" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 24th September, 1920 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on 23rd, September, 1920 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 16th September, 1920.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"BORNEO MARU"
From JAPAN

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 15th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. or they will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 28th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 15th September, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

-DRY DOCK-

LENGTH 757 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

-THREE SLIPWAYS-

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIITHE ASSOCIATED "HONGKONG" ENGINEERS
TELEPHONE NO. 22
ONE FLAT: "C" OVER "A" & "B" FLATS

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"MELVILLE DOLLAR"

having arrived from New York via Vancouver, B.C., and ports on September 16th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday September 20th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.15 p.m. Monday September 20th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after September 23rd, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 15th Sept., 1920.

EX-AMBASSADOR LEAVES

NEARLY £1,000,000.

Probate has been granted in London of the will of Mr. J. H. Choate, formerly the American Ambassador in London. His property in the United Kingdom is valued only at £380, but the total estate, as reported from New York, is £945,000. The testator's bequests include £2,000 each to the State Charities' Aid Association, New York; New York Association for the Blind, Women's Prison Association and Home, and to the Legal Aid Society.

SICK OF WAR.

MR. CHURCHILL'S REPLY
TO LABOUR.

Mr. Winston Churchill, Secretary of State for War, has addressed the following letter (dated August 5) to the Secretary of the Leicester and District Trades Council:

Dear Sir,—I have given directions that a copy of the Blue Book on "The Evacuation of North Russia," issued to Parliament last Friday, shall be sent to you for the use and information of members of your council. Since you are taking so much interest in Russian affairs, your members ought to make it their business to study it with attention.

You will not find any reference in the Blue Book to the conversation which I had with General Golovin in May. The reason is that this conversation played no part in the course of events; that it took place, as you will see from the Blue Book (page 10), after the Cabinet decisions had been taken, and that the account of it is inaccurate and, in many respects, notably those to which you refer, quite untrue. It would not be right to number a Blue Book, which is a record of facts and actions with trivial and misleading stories.

The charge in your resolution of "showing contempt for public opinion" was not, however, made against me, but against the House of Commons, and on this point I referred you to the Parliamentary Labour Party. I showed you (in a letter that was published in *The Bulletin* on Monday, July 26) that there were at least four occasions remaining before the end of the session on which your Parliamentary leaders could, if they wish, have a debate on this subject or on any other matter connected with Russia.A HARD HIT.
You will observe, however, that your Parliamentary leaders have decided, according to the published report: "That to give Mr. Churchill a further opportunity of defending and expatiating on his past policy would be prejudicial to the present prospects of better relations with the Russian people and the establishment of peace."
You will permit me to point out that no such consideration hampered those members of the Labour Party and of the Labour

press who have filled so many columns of print and posted placards all over the country making gross and violent charges against me. It does no harm apparently to make such charges. The only danger is to make them in any place where they can be replied to.

Lastly, in your letter you say that "the great mass of the people" are "sick unto death" of the war against Russia. I share this feeling to the full. We have had enough of war and more than enough. It is not, however, the British who are making war, but the Russian Bolsheviks. They are at this moment invading Poland and trampling down its freedom. They are doing their best to fight the names of war in Persia, Afghanistan, and, if possible, in India. Their avowed intention is to procure by violence a revolution in every country.

Only last week they sent a formal letter to the British Labour Party urging them to start "a heavy civil war" throughout England and Scotland. All the time they deny to their own people the slightest share in public affairs, and rule them even in their homes and workshops with the iron rod of despotism. My sole object has been, and will be to keep such hateful foreign oppressions far from our native land.—Yours faithfully,
WINSTON S. CHURCHILL."TYPICAL OF THE MAN."
Leicester Trades Council, replying to Mr. Winston Churchill's letter, says: "The reply is typical of the man." The Council adds that Mr. Churchill, as Secretary for War, did not agree to withdraw the troops from North Russia until six months after the Cabinet had decided on evacuation.

IS A PUBLIC HOUSE A PUBLIC PLACE?

A novel point was raised in North London Police-court, when a man was charged with exposing wounds in an endeavour to obtain alms. Mr. Forbes Lankaster said that sort of begging was only an offence in a public place, and he did not think a public-house came under the description. "It is very important to know whether it is or not," he added. "There ought to be a decision in the High Court." The man was discharged.

DOINGS OF THE DUFFS.

Somebody Is Always Throwing Tacks On the Road of Pleasure.

BY ALLMAN.



It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 18, 1920.

DOUBLE DEALING?

Whilst, like all fair-minded Brits, we want to see Germany given a fair deal and a real chance to reconstruct her affairs after the disastrous experience that has been hers, we have never lost sight of the point that in military matters the Allies will need to be ever on the alert in seeing that the provisions of the Versailles Treaty are faithfully observed. Yesterday a cable came to hand stating that a famous Prussian Cadet School, the principal nursery for Prussian officers in pre-war days, which was closed in accordance with the Treaty, has been reopened and is being conducted on the old lines. Indeed, we are told that the old order has been completely restored, excepting the uniforms. That is a serious state of affairs, and if it should prove to mean an attempt to keep alive the old Prussian spirit of militarism, then it will bear out fears which have for a long time been held that the Old Gang is still hard at work behind the scenes.

Not long after the armistice, the Times warned the Government and the public that Germany was resolved to reconstitute her Army upon the traditional lines of Prussian Militarism, and that journal has again recently returned to the subject, alleging that the idea of evading the military terms of the Peace Treaty is still animating the leaders of Germany to-day. In a lengthy article, which we have just been reading, it is asserted that Germany is seeking her object by resorting to devices by which Prussia furtively enrolled the "People in Arms" in the years that followed the collapse of 1918. Not long after the armistice in 1918, as we all know, new military formations under half-a-dozen names were enrolled, but, according to what we now read, although some of these forces have been ostensibly dissolved in response to Allied complaints, through their names having been changed, in substance the most effective have been preserved. Although Germany has pledged her oath and honour not to maintain a conscript Army, according to the authority which we are quoting she has not repealed her conscription law. It is, indeed, still in force, and every German of military age is still bound to serve under its provisions. They are serving. There is no difficulty about getting recruits. They are being passed through the mill of the Reichswehr of the German democratic Republic precisely as the Krumpers were passed through the mill of the royal Prussian Army of the Hohenzollerns in preparation for 1913. Each batch of recruits is kept with the colours for a few weeks, and then sent home to make room for the next. They are sent home, but their addresses are carefully registered. A high proportion of the veteran regulars demobilized are not even sent home. They are transferred from the ranks of the Reichswehr to the sham police forces or to other organizations under a civilian disguise from which they can be immediately called up. On paper, indeed, the whole military population can be called up almost as expeditiously as in August, 1914. The old lists and indexes have been preserved and brought up to date. Up to and including last year's class, the system is complete. Special care is devoted to the retention of non-commissioned officers and members of the technical services. Neither can be improvised; both are indispensable for the projected conscript army. The N.C.O.'s are necessary to give the finishing touches to the Krumpers; the technicians to handle their special weapons and instruments, from heavy guns and aircraft to field telegraphs and poison gases.

It will be recalled that the Peace Treaty limits the German Army to 200,000, which has to be reduced by January next year to 100,000, and that Germany has been pleading against this further reduction. From what the Times says, it is from no mere desire to have a second 100,000 that her military leaders are opposing this reduction, but because the 200,000 can be distributed into 17 divisions, and by plans already in partial operation, these divisions can be readily expanded into as many Army Corps. Thus the skeleton of the old pre-war German Army would be practically complete. If these things are true—and the re-opening of this Prussian Cadet School lends colour to the belief—then it would seem that the old militarists are still pulling the strings. That is why the Allies should, so far as military matters go, set their face in most determined manner against the least compromise with Germany. If conscription is still in force, then the Allies must insist on killing it. If this Cadet School is again open, in defiance of the provisions of the Treaty, then it must be shut down without further ado. For the sake of the peace of future generations, any Prussian military ambitions must be nipped in the bud.

NOTES & COMMENTS.

THE FRENCH PRESIDENT.

Apart altogether from the fact that the President of the French Republic is the head of Britain's closest ally, one cannot help entertaining feelings of real sympathy for M. Deschanel, whose early retirement from office is predicted. After many years of devoted service to his country his reward came in January of this year, when he was most enthusiastically voted to the position of First Citizen. And then, through an unfortunate accident whilst travelling, he suffered a mental and physical shock, the effects of which have gradually lessened his capacity to discharge the important and onerous duties that his position carries with it. One can well imagine this brilliant veteran proudly taking the place he had carved out for himself in the hope and belief that he would have been spared for his full term to have continued his services to the country he loved so well. But the hand of Chance has intervened, and, judging from the reports to hand, M. Deschanel of to-day is an elderly gentleman who must always be attended. It is interesting to note that only four of President Deschanel's predecessors of the Third Republic served for their full terms of seven years, these being Grévy, Loubet, Fallières and Poincaré. The first President, M. Thiers, guided the destinies of France for 21 months, but the septennial period was not adopted until the Presidency of his successor, Marshal MacMahon, who, however, was involved in an anti-Republican plot, and resigned after being in office five years and eight months. President Carnot had served the full term all but six months when he was assassinated, and President Faure died in the fifth year of his Presidency. The President with the shortest term to his credit was Casimir Perier, who succeeded President Carnot, and six months later resigned owing to a difference of opinion with the Cabinet. M. Deschanel, if his resignation comes as soon as is expected, will have gone near to beating even that short record. We feel sure that not only French residents of the Colony but residents of all nationalities will have extended their silent sympathy to this central figure of a very sad story.

THE COAL CRISIS.

It was quite an encouraging ray of hope that Reuter gave us by his cables on the Home coal crisis yesterday. All parties are confident that peace is still possible, and although there are still many things that may upset matters the very fact that that confidence exists is an augury of value. The greatest cause for hope is the fact that the miners have extended an invitation to Sir Robert Horn to meet the Miners' Executive—an invitation that has been met with a prompt response. When discontented workers who have balloted for a strike send an invitation to the Minister for Labour to meet them after one abortive conference it marks an attitude of unquestionable conciliation. Reuter tells us that the path to a compromise satisfying both sides is strewn with difficulties—a fact that we knew already seeing that the miners have hitherto refused to separate their demand for increased wages from a demand for cheaper coal. If they had only asked for one thing at a time there might have been a better chance of satisfying them. And it is almost hopeless for us out here to try to judge of the real facts. The Government has issued one set of figures that makes the miners' demands look like a piece of exaggerated tomfoolery; whilst the miners have replied with other figures that give the lie to the official statement. The only aspect of the case that we are really concerned with is that, thanks to the power that it has gained through organization, Labour is in a position to dictate its own terms to the Government under a threat of complete industrial stagnation. Three powerful Unions acting in combination can throw the whole country into confusion and mudle just because one set of workers—who are by no means so badly paid, after all—are dissatisfied with their scale of remuneration and think that the coal owners have been making too much profit. It would not be so bad if the objects sought by the miners in this dispute were purely industrial, but they are political, insofar as the question of exporting coal is one that affects very very big outside political issues. The demand for better wages

DAY BY DAY.

EVERY NOBLE WORK IS AT FIRST "IMPOSSIBLE."—Carlyle.

One non-fatal case of enteric was notified yesterday, the sufferer being a Chinese.

His Excellency the Governor has appointed Mr. Geoffrey Norman Orme to be First Police Magistrate and Coroner.

The road on the west side of King's Park running between Gascoigne Road and Jordan Road is in future to be known as Chi Wo Street.

His Excellency the Governor has appointed Mr. Robert Melville Smith to be Second Lieutenant in the Engineer Company, Hongkong Volunteer Defence Corps.

It will be seen from an advertisement the Hongkong Hotel Company is opening a garage as from October 1st. It promises a first-class service at reasonable rates.

The total output of the Kailan Mining Administration's mines for the week ending 4th September, amounted to 94,155 tons and the sales during the period, to 50,035 tons.

His Excellency the Governor has, with the approval of the Secretary of State for the Colonies, appointed Mr. Edward Irvine Wynne Jones to be a Cadet in the Hongkong Civil Service.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. John S. McCallum as Vice Consul of the United States of America at Hongkong.

Inland Lot 2302, on the new road from Gap Road to Wanchai Gap, is to be sold by auction at the P. W. D. Offices on October 4th. It has an area of about 230,980 square feet, the annual rental is \$1,325 and the upset price \$34,641.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. E. V. D. Farr to be an Unofficial Member of the Executive Council during the absence from the Colony of the Honourable Mr. E. H. Sharp, K.C., O.B.E.

The North Point bathing beaches, having been lent to the 2nd Battalion of the Duke of Edinburgh's (Wiltshire) Regiment on Thursday and Friday the 23rd and 24th of September from 1 o'clock p.m., will be closed to the public during the afternoon of both these days.

After an extended cruise in the South Seas, the Japanese naval squadron, comprising the cruisers Tone and Nisiss, and commanded by Vice-Admiral S. Yoshida, arrived in the Colony yesterday afternoon, and exchanged salutes with the port and with the French cruiser D'Estrees. The two warships will stay here for a week before resuming their voyage back to Japan.

Tenders are being invited for the lease of Crown land known as Kowloon Marine Lot No. 53, as a whole (containing about 166,873 square feet) or in two parts (containing about 95,873 square feet and 70,000 square feet respectively), for a period of three years but subject to certain conditions which can be ascertained at the Office of the Director of Public Works.

Notice is given the Governor in Council purposes to make an order under the Highways Ordinance, 1910, for the closing of the roadway situated between Kowloon Marine Lot No. 53 B.P. and Kowloon Marine Lot No. 52, from east of Kowloon Marine Lot No. 53 Section A to the sea. Any person objecting to the proposed order must forward his objection in writing to the Colonial Secretary not later than the 8th October, 1920.

could easily have been referred to an Industrial Court, but the miners—or rather the present gang of Labour Leaders—seem to be out to drive the Government into resignation. If they succeed in that we hope that Labour will be taught the lesson it deserves.

1895.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending Sept. 23rd, 1895.)

THE DOLLAR.

Sept. 19th.—The Rate of the Dollar, on demand, to-day is 2s. 2-3/8d.

Sept. 20th.—The popular Variety Club of the Royal Engineers gave an entertainment last night at the Victoria Barracks. A good programme was presented, the Club has vastly improved since their last entertainment and they are now much more at home on the stage.

A BLASTING INCIDENT.

Sept. 21st.—Two men were badly hurt by blasting explosion at Kowloon yesterday afternoon. The supposition is that the blast failed to go off and that the men were attempting to re-fire when the explosion occurred and they were then at once in-fused—with pain and dismay. One man lost his hand and the other was badly hurt. Both are now in hospital.

SAVED BY THEIR PIG TAILS.

Sept. 23rd.—A smart rescue of two Chinese sailors were effected in the harbour this morning close to the P. and O. steamer Ancona. At 9.15 as the Ancona was coming up to her buoy and preparations were in the usual way, made for lowering her board, two Chinese seamen were seen to fall overboard and struggle for dear life in the water, being apparently unable to swim. Fortunately the Hongkong Hotel launch, ever on the alert for incoming passengers, was not a great way off and the lynx eyed Runner who had charge of her had not failed to notice the accident. Quickly as lightning he put the helm of the launch over, and in next of no time, had hold of the half drowned Chinamen by their pig tails and a moment or two later hauled them on board.

HONGKONG TRADE.

REPORT ON IMPORTS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, contains the following:

Cotton piece goods and fancy cotton goods.—The market is unchanged. The political trouble is likely to have a very serious effect, for unless it ends very soon the winter buying season will have passed without any sales having been effected. It is rumoured that possibly the "Moon Festival," which takes place in about 10 days time, will bring about peace, as the soldiers will want paying. Armed bandits are taking advantage of the situation and terrorizing the countryside, with the result that shop keepers even outside the war area are closing down. It is impossible to sum up the situation with any degree of accuracy, for the unexpected always happens in China. There have been rumours in Manchester of large orders being placed for far Eastern markets, presumably, a good deal further East than Hongkong!

Cotton yarn.—Political troubles in the interior are still a disturbing factor, consequently the market has continued extremely quiet. An insignificant business was transacted and values declined about \$10 for the lower counts and \$20 for the higher denominations. Quotations are:—No. 10s. \$175/210. No. 12s. \$183/215. No. 16s. \$265/260. No. 20s. \$235/280. Arrivals 2,500 bales. Sales 500 bales. Shipments nil. Unsold Stock 10,000 bales. Bargains 13,000 bales.

Woolen.—Small sale of serge reported. No business at all in other lines.

Raw Cotton.—Values are nominally unaltered as follows:—\$32/35 for Indian grades. \$39/43 for Chinese staple.

Metals.—Nothing doing. Flour Market Report.—Stock: About 300,000 sacks. Quotations:—American Patent, \$4.80 per sack; American Oak, \$3.95 per sack; American Straight, \$3.40 per sack; Shanghai Flour 2nd, \$3.10 per sack; Australian No. 1, \$4.05 per sack; Australian No. 2, \$3.90 per sack.

Window Glass.—Market is inclined to be weak on account of accumulation of stocks.

Java Sugar.—Market declining owing to absence of demand and continued weakness in Java.

Philippines Sugar.—Market quiet, prices declining.

SHIPPING NOTES.

(BY "NEPTUNE")

In a report of theirs, dated the 11th instant, a firm of ship brokers in the Colony say:—We last went to press on the 23rd ult. and have to report that, in the meantime, what little business has been transacted has been practically all in the nature of trip-futures, enquiries for vessels on time charter being, to all intents and purposes, nil. For Saigon-Hongkong rates remain the same as last advised, namely, about 20 cents per picul, a small Norwegian having accepted this figure for a full cargo of 25,37,000 piculs. A medium-sized local coaster of 34,35,000 accepted a lumpsum of \$7,000 and another well-known vessel closed a part cargo of 40,000 piculs at 20 cents. For Saigon-Philippines the rate still stands at 35 cents per picul for one discharge port, but we hear of only one further closure in consequence of the Philippine markets being now slightly overstocked. Thereafter a small outsider indicated she would accept 40 cents per picul, but charterers countered with 30, so that no business eventuated. For cattle business two further trips have been negotiated for two local coasters, at slightly increased rates, and more could probably be done. We hear a rumour to the effect that the Wuhu rice crop is likely to be a good one and the owners of coastal tonnage will probably be drawing back some of their scattered tonnage for loading at this port during October. A number of fixtures have been made in the direction of Newchang and Dalny to Hongkong and Canton, four China Navigation Company vessels being reported closed for loading late September and first half October, the rates being in each case 50 cents per picul for loads of 25,000 or over, and in one case 52 cents for 20,000 piculs, at charterers' option 25,000 piculs at 50 cents. The Java-Hongkong market remains as last reported. Under coal, we have nothing of interest to report, the market, both Japan and local, remaining in the same state as last reported.

I hear that the Norwegian vessel Skuld and two China Navigation Company's boats, the s.s. Tsingtau and the s.s. Chengpu, have been fixed for the Saigon-Hongkong run. The French vessel Bourbon, I am told, has accepted 32 cents per picul for Saigon-Philippines, while the China Navigation Company's s.s. Paoting will be engaged in the carriage of cattle to the Philippines.

The direct steamship service from Vancouver, British Columbia, to Singapore which was inaugurated by the Canadian Pacific Ocean Services last October with the steamship Methven and augmented by the addition of the steamship Mattawa, formerly in the Atlantic trade, has proved very successful. Shipments of rubber, tea, tin, etc., originating in the Straits Settlements and Indian ports can now be carried direct from Singapore to Vancouver, saving transshipment of cargo at Hongkong. From Vancouver it is expected a very heavy volume of traffic will move in connection with these steamers to Singapore, as shipments for such ports as Calcutta, Colombo, Bombay, Rangoon, Madras, Batavia, Samarang, etc., can be transhipped at Singapore at considerably less cost than via Hongkong. To these ports a regular weekly service is maintained by local steamship lines from Singapore. With the addition of these two steamers the Canadian Pacific Ocean Services now have six steamers in their Oriental service aggregating 60,000 tons gross, with approximately three sailings per month. Through bills of lading for Oriental ports are now being issued from shipping points, thereby eliminating the usual trouble of arranging clearance at the seaboard.

The success of the C.P.O.S. in their Eastern and Far Eastern enterprise is tempting other Canadian steamship lines to inaugurate services to India and China. For instance, the Canadian Government Merchant Marine are making arrangements for a direct line to India and the Straits Settlements from Montreal, and a service from Vancouver to South Africa, with the return journey via Hongkong and Singapore. Provision has been made in the vessels of the Canadian Merchant Marine for the accommodation of commercial travellers and samples.

An example of the keen competition in securing freight from the ports in the Far East to the Pacific Coast is shown in the case of the American steamer Angles recently in the harbour of Shanghai, seeking cargo at the Shipping Board rates. The Eastern Soldier, a Japanese operated vessel, lying alongside of the Angles, received a load for the Pusan Sound at the rate of \$3.10 to \$4 per ton, while the Angles sailed with a light cargo. Of course, this is the case from the American point of view. For all that I know, the cargo that was shipped by the Eastern Soldier may have been that placed by the Japanese houses in Shanghai, and, in that case, it would be puerile for the Americans to enquire why the Angles should have left Shanghai with a light cargo and the Eastern Soldier go with a full load. On this very point, I may state that Admiral Benson, the Chairman of the United States Shipping Board, thinks that in the trans-Pacific trade there is and has been specific and successful efforts to prevent American ships from obtaining return cargoes at certain ports, while ships of other nations receive full cargoes. He is further reported to have said that the United States is determined to control at least a part of its traffic in import and export. No one has any desire to harm American shipping interests in the Pacific. There is business enough for Americans and others, and all countries can work in perfect harmony. The passing of the Jones Bill will probably have a very decided effect on the future freight-rate making.

The committee of merchants and shipowners appointed by the London Chamber of Commerce to consider whether a simple standard, uniform bill of lading could be agreed upon, finds that such a desideratum is impossible. Trades are so diverse as to require different conditions for each, and there are often three sides to the question—the interests of the individual shipper or importer, of the other shipowners or consignees, perhaps at a subsequent port, and of the shipowner. Most of the present dissatisfaction among shippers arises from non-delivery and pilferage of cargo, against which shipowners might increase their liability and this liability might with advantage be made uniform in all general cargo trades while the present high level of values prevails. The shipowners here and elsewhere maintain that pilferage frequently occurs while the goods are not under the shipowner's control, and some even pay fifty per cent. of any pilferage claims as a protection against cases in which they are not really responsible for the loss.

Already it is known that some of our leading shipping companies are looking closely into the evil of thefts on board, and are endeavouring to reduce such thefts by placing full responsibility again in the hands of the officers of the ships as was done years ago. As a result of the growth of the vessels, shipping companies withdraw the responsibility from the officers of the ships and placed it on the staffs ashore. The break of continuity of supervision resulting from the change has no doubt in a measure contributed to an increase in the number of thefts. The news that some companies are reverting to the practice of their ship officers supervising the discharging and loading of the cargoes is a step in the right direction, and it is hoped that their example will be followed by the other companies in all parts of the British Empire. The easiest remedy, as I have already stated before, is to make merchants send their goods in better packing and to force them to do so by underwriters demanding very high rates to cover risks of theft, short delivery and pilferage. From all quarters of the globe, there are complaints about the increase in dock pilferage. Even in Bombay a considerable amount of pilferage has taken place in the docks at that port. The statistics submitted to the Port Trust at Bombay show that 174 thefts were reported during the period of January to March, 1920, against 67 during the three months October to December, 1919. This is some satisfaction, however, learning that 155 convictions were obtained during the same months ending March, 1920, as against 115 during the corresponding months of the previous year. The closest attention is being given to the matter by the Port Trust at Bombay, and the Chamber of Commerce.

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COMPANY REPORTS.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Thirty-Seventh Ordinary General Meeting of the Douglas Steamship Company Limited, to be held at the offices of the Company on Saturday, 25th September, at noon:

The General Managers beg to submit to the shareholders their report on the thirty-seventh year's working of the Company, ending 30th June, 1920. After paying all running expenses, docking charges, and premia of insurance, the amount at credit of Profit and Loss Account is \$350,551.33, out of which an interim dividend of 3 per cent. absorbing \$30,000, was paid in April last, and subject to the approval of shareholders, it is proposed to appropriate the balance of \$450,551.33, as follows:—
To pay a final dividend of 4 per cent. (\$2.00 per share) .. \$ 40,000.00
To pay a bonus of 8 per cent. (4.00 per share) .. 80,000.00
To write off from the value of the Company's steamers and properties .. 149,551.33
To place to credit of the Reserve Fund .. 160,000.00
To place to credit of Underwriting Account .. 90,000.00
\$450,551.33

The S.S. Haitan has been sold and delivered and S.S. Morialta, renamed Hailong, has been acquired. The coast run has been well maintained by three steamers, while several charters have been secured for the extra steamers, the charter of S.S. Quinnebaug being continued until March. The steamers and other properties of the Company have been thoroughly kept up.

Consulting Committee.—Messrs. D. G. M. Bernard and J. W. C. Bonnar having resigned, Hon. Mr. John Johnstone and Mr. A. O. Lang were invited to fill their places. These two gentlemen and Mr. W. E. Clarke now comprise the

Committee, who retire but offer themselves for re-election.
Auditors.—The Accounts have audited by Mr. A. R. Lowe and Mr. C. Bernard Brown who now retire but offer themselves for re-election.

Profit and Loss Account.
To Consulting Committee's Fees .. \$ 2,000.00
To Auditors' Fees .. 1,000.00
To Remuneration to General Managers Expenses .. 10,000.00
To Balance
To Interim Dividend paid .. 30,000.00
To Balance .. 450,551.33
\$ 543,551.33

By Interest on Mortgages .. \$ 12,953.30
By Interest .. 15,837.23
By Dividend on Investments .. 12,809.03
By Exchange Account .. 15,639.43
By Investment Fluctuation Account .. 6,351.57
By Profit on Sale "Haitan" .. 109,641.15
By Profit on running the Company's Steamers & Steam Launch during the year .. 370,249.32
\$ 543,551.33

Balance Sheet.
Liabilities.
Capital Account:—
20,000 Shares at \$50 .. \$1,000,000.00
Reserve Fund as per last Account .. 350,000.00
Added in 1919 as per last Report .. 25,000.00
Added Unclaimed Dividends .. 142.00
Underwriting Account of the Company as per last Ac. .. 213,083.13
Added in 1919 as per last Report .. 40,000.00
Added Premiums 1919 less Claims paid .. 4,702.51
Unpaid Dividends .. 5,216.00
Accounts Payable .. 177,695.51
Profit & Loss Ac. .. 450,551.33
\$2,256,490.78

W. E. CLARKE.
A. O. LANG.
Members of Consulting Committee.

Assets.

Steamers:—
Hailong, Hailong, Hailong .. \$1,137,573.89
Less Amount written off as resolved at last General Meeting .. 50,000.00
1,087,573.89

Additions since made, including cost Hailong & less Book value Haitan Sold .. \$31,925.49
\$1,469,499.38

Value of Wharf at Hongkong, Buys & Moorings at Coast Ports & Furniture at Hongkong as per last Account .. 18,072.59
Less Amount written off as resolved at the last General Meeting .. 4,122.59
13,950.00

Half Share of Steam Launch at Foochow Less Amount written off as resolved at the last General Meeting .. 200.00
1,700.00

Loans on Mortgage Hongkong Government 6 per cent. War Loan .. 50,000.00
Straits Settlements 6 per cent. War Loan \$30,000 at 157 .. 50,955.40
British Government 5 per cent. War Loan \$5,000 at 84.15- \$4,237.10- at 33-14 .. 22,983.05
122,933.45

Investment in Shares in Local Public Companies (at market prices at date) .. 123,392.00
Freights, Accounts Receivable, Agency Balances, on 30.6.20 .. 351,318.07
Cash in hand .. 832.22
Hongkong and Shanghai Bank Current Account in Hongkong & London .. 9,093.56
Tonnage Dues unexpired .. 1,357.00
Coal and Liquid Fuel in Bunkers .. 11,610.00
\$2,256,490.78

DOUGLAS LAPRAKE & CO. General Managers.

AADD COMPANY reports.

INDO CHINA STEAM NAVIGATION CO., LIMITED.
We are informed by Messrs. Jardine, Matheson and Co., Ltd. General Managers of the above Company, that after taking into account the payment of Interim Dividends made in April last, also the sum of \$10,048.83 brought forward from 1918 and after providing for depreciation and all contingencies including provision for Floating Staff Pension Fund \$100,000, Transfer to Underwrit-

DAIRY FARM NEWS.

SAUSAGES

Pork Sausages

Beef ..

Liver ..

Bologna ..

Brawn ..

Made daily

TO-DAY'S SPECIALITY

Oxford Sausage

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.

CHARTERED BANK.

PROPOSED INCREASE OF CAPITAL.

The local branch of the Chartered Bank has received the following telegram from its London Office, dated 16th instant:—

"At a meeting of shareholders called for 6th October Board of Directors will propose to subdivide present shares into 400,000 £5 each, also increase capital to £3,000,000 by issue of 200,000 new shares, £5 each, to be offered to existing shareholders in proportion one new share for every two shares already held at a premium of £2.10- per share, payment to be made as follows:—

£5 on or before 15th November 1920.
£2.10- on or before 31st December 1920.

Interest will be paid on instalments at 6% rate per annum free of income tax from date of payment until 31st December, 1920. After that date new shares will rank in every respect *pari passu* with existing shares.

"Should resolution be passed second general meeting will be held on 27th October to confirm."

ing Account £40,000 and to Building Reserve £100,000, there remains a balance in respect of the Revenue a/c for the year ending 31st December 1919, of £139,509.19d. 3s. It is proposed to pay the balance of Dividend on Preferred Shares, namely 3- per share, and a final Dividend on Deferred Shares of £2.10.0 per share, and to carry forward to next year's account the sum of £3,099.23. Income Tax will be deducted from all Dividend Warrants issued in London but not from those issued locally which will be payable at Exchange 44, the T.T. rate ruling on 15th inst.

The Thirty-ninth Annual General Meeting of the Company will be held at the Offices of the General Managers at noon on Wednesday, 5th. October, 1920.

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-Up and Surplus Frs. 105,000,000.00

The organisation of the Bank enables it open CURRENT ACCOUNTS, SAVING ACCOUNTS and fixed DEPOSIT ACCOUNTS in LOCAL CURRENCY and ANY FOREIGN CURRENCY.

These accounts may be converted

AT ANY TIME WITHOUT ANY CHARGE

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on large, harsh and habit-forming cathartic pills, or on disagreeable saline purgatives, when you can obtain the famous little gentle-as-nature laxatives, Pinkettes, at every drug store. Strong purgatives hurt and harm, the temporary relief they give being usually followed by worse constipation than before. Pinkettes, on the contrary, leave no after ill-effects. They dispel constipation, are an ideal remedy for biliousness, sick headaches, torpid liver, coated tongue, foul breath, pimples and bad complexion. From chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 95 Szechuen Road, Shinghai.

NOTICES.

J. T. SHAW

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A NEW RANGE JUST TO HAND, WITH SOFT PLEATED OR STIFF FRONTS.

ALL SIZES IN STOCK.

ALSO NEW STOCKS OF DRESS TIES, DRESS COLLARS, SOCKS, PATENT PUMPS, OXFORDS, DRESS VESTS, GLOVES, ETC.

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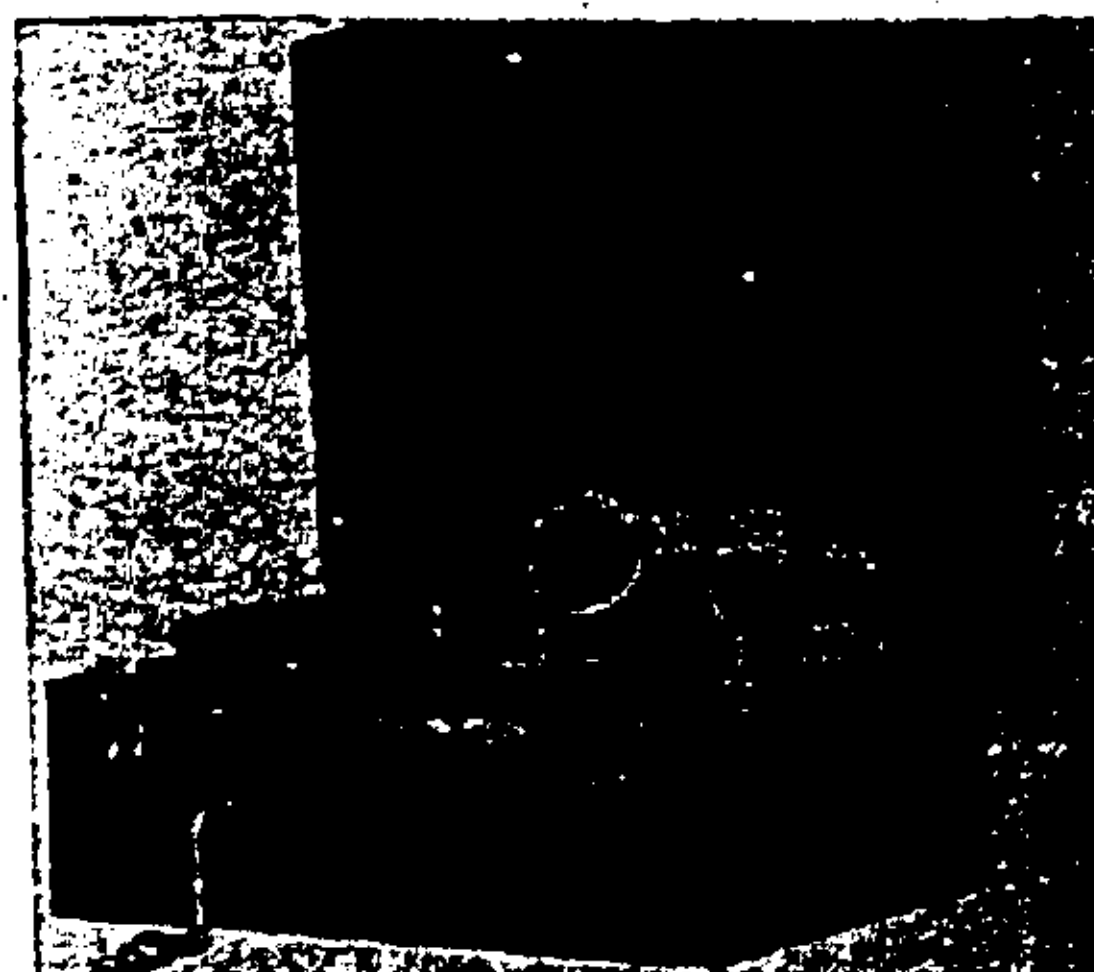
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"HELL FORTY-THREE"

IN SEVEN PARTS.

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Caldbeck's Old Tom and Dry

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Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

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Bols Dry Gin (London Style)

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 Steamers From Hongkong Due Vancouver

Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 15	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal, to Liverpool, London and Glasgow. Passage orders containing all such reservations will be issued here.

For Fares and other information please apply to:
HONGKONG OFFICE.
 Cable address: CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

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OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

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Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

FOR SAN FRANCISCO.

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S.S. "LAKE FAULK" Friday September 24th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.

DOLLAR LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER.

STEAMERS.

SAILING DATE.

"MELVILLE DOLLAR" ... OCT. 15TH VIA PANAMA.

"HAROLD DOLLAR" ... OCT. 25TH VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

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For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.

792.

SAILING DATES.

EUROPE, U.S.A., ETC.

Egmont C. D. N. Co.	Sept. 20
Yokohama N. Y. K.	Sept. 20
Honolulu M. O. S. K.	Sept. 20
L. Farrar R. D. Co.	Sept. 20
Crosskeys A. I.	Sept. 20
Tanda F. & O.	Sept. 21
Mentor B. & S.	Sept. 22
Kanawha P. & O.	Sept. 22
Tanyo M. N. Y. K.	Sept. 22
E. of Asia C. P. O. S.	Sept. 23
West Himrod S. & D.	Sept. 24
Khiva P. & O.	Sept. 24
Atlas M. O. S. K.	Sept. 25
Van Wauwyck J. C. J. L.	Sept. 25
Arabia M. O. S. K.	Sept. 27
Korea M. T. K. K.	Sept. 30
Katori M. N. Y. K.	Sept. 30
Eldred P. S. T. Co.	Oct. 1
Toea M. N. Y. K.	Oct. 1
Changaba B. & S.	Oct. 1
Hungaria D. & Co.	Oct. 3
Eurypylus B. & S.	Oct. 3
Tamba M. N. Y. K.	Oct. 4
C of Dunkirk B. L.	Oct. 5
Tyndareus B. & S.	Oct. 5
St. Albans P. & O.	Oct. 6
W. Hepburn R. D. Co.	Oct. 6
Nankin P. & O.	Oct. 8
Tajima M. N. Y. K.	Oct. 8
Baarn M. J. C. J. L.	Oct. 8
Stentor B. & S.	Oct. 8
Harold D. R. D. Co.	Oct. 9
Maduan F. W. & Co.	Oct. 10
Morioka M. N. Y. K.	Oct. 12
Helena B. & S.	Oct. 12
Vinita L. A. Co.	Oct. 13
Eldena P. S. Co.	Oct. 15
Melville D. R. D. Co.	Oct. 15
Mishima M. N. Y. K.	Oct. 15
Matoppo B. L.	Oct. 15
West Ira R. D. Co.	Oct. 15
Nikko M. N. Y. K.	Oct. 20
Tencer B. & S.	Oct. 20
E. of Russia C. P. O. S.	Oct. 21
Keemun B. & S.	Oct. 21
Tydeus B. L.	Oct. 24
Monteagle C. P. O. S.	Oct. 26
Tanyo M. T. K. K.	Oct. 28
Dakar M. N. Y. K.	Oct. 29
W. Hixton L. A. Lo.	Nov. 4
Nile C. M. Co.	Nov. 6
Shinyo M. T. K. K.	Nov. 22

JAPAN, COAST PORTS, ETC.

Tjisondari J. C. J. L.	Sept. 18
G. Apear P. & O.	Sept. 18
Tean B. & S.	Sept. 19
Tjibodas J. C. J. L.	Sept. 20
Shin-i M. N. Y. K.	Sept. 20
Torilla P. & O.	Sept. 21
Haiching D. L. Co.	Sept. 21
Chipsing J. M. Co.	Sept. 21
Shantung B. & S.	Sept. 21
Kanchow B. & S.	Sept. 21
Hopsang J. M. Co.	Sept. 21
Kashgar P. & O.	Sept. 21
Taming B. & S.	Sept. 22
Sunning B. & S.	Sept. 23
Hamong D. L. Co.	Sept. 24
Taksang J. M. Co.	Sept. 24
Kwaisang D. L. Co.	Sept. 25
W. Henshaw S. & D.	Sept. 25
Kaifong B. & S.	Sept. 25
Yingchow B. & S.	Sept. 25
Tjimanoeck J. C. J. L.	Sept. 27
Yatshing J. M. Co.	Sept. 28
Kueichow B. & S.	Sept. 28
Kitano M. N. Y. K.	Sept. 30
Haiyang J. C. J. L.	Sept. 30
Yotorofu M. N. Y. K.	Sept. 31
Tomira M. N. Y. K.	Oct. 3
E. Crown S. & D.	Oct. 14
Aki M. N. Y. K.	Oct. 15
Hokuq M. D. & Co.	Oct. 19
L. Faulk P. M. Co.	Oct. 24



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

 "CROSSKEYS" ... About Sept. 20th.
 "ICORUM" ... Oct. 6th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

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HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

KOREA MARU 20,000 Sept. 30th.

SIBERIA MARU 20,000 Oct. 12th.

TENYO MARU 22,000 Oct. 23th.

SHINYO MARU 22,000 Nov. 23rd.

PERSIA MARU 9,000 Dec. 2nd.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.

MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.

SEIYO MARU 14,000 Nov. 9th.

KIYO MARU 17,200 Jan. 10th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

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Messrs. T. E. GRIFFITH, LTD.

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FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA HONOLULU, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.

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Telephone, Passenger Dept. 1934.

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STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
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Amalgamated with
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE.
NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO SINGAPORE.

"WEST HENSHAW" ... 25th September.

To SAN FRANCISCO & SEATTLE.

"WEST HIMROD" ... 24th September.

To CUBA.

"CHIPCHUNG" ... 29th September.

To SAN FRANCISCO DIRECT.

"ELKHORN" ... 30th September.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Ports.

HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
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For freight and further particulars, apply to:-

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TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W. 19,195 tons gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.
to the order of the British Government.

Please Address Enquiries to the Chief Manager.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HONGKONG TELEGRAPH. EXTRA.

SATURDAY, SEPTEMBER 18, 1920.

REUTER'S TELEGRAMS.

THE COAL DISPUTE.

GOVERNMENT'S POSITION UNASSAILABLE.

London, September 17.

The general opinion on the coal crisis is that the Government's position is unassailable on the ground of common interest and national interest. Sir Robert Horne's conciliatory and generous handling of the situation is widely eulogised.

One of the most remarkable points brought out at the Conference was Mr. Brace's declaration as regards the crucial question of output, when he offered the whole resources of the Miners' Federation to discover the cause of and remedy for the falling output. This is the first occasion on which the miners have committed themselves to a promise as regards increased output.

THE MAIN POINT.

London, September 17.

Although yesterday's adjournment left the coal situation in a highly contentious state, it is generally opined that the relegation of the miners' demand for a reduction in the price of coal to the background leaves nothing insuperable in the way of a reasonable settlement. The main point of contention now is the miners' insistence upon a 2/- increase in wages without investigation, regarding which Sir Robert Horne points out that he is not in the position of a private owner but is trustee for the public and consequently can only recommend an increase if inquiry justifies it.

THE NEW YORK EXPLOSION.

CAUSED BY A BOMB.

London, September 17.

The Police last evening reported that they had found evidence that the explosion was caused by a huge bomb loaded with T.N.T. and reinforced with iron slugs fashioned from window weight bars.

The disaster panic-struck the entire New York financial district. It occurred during the luncheon hour, when Wall Street was thronged. A tremendous hole in the middle of Wall Street marks the spot where the explosion occurred. Eye-witnesses in the immediate vicinity were either killed or seriously injured; hence the mystery surrounding the disaster. Morgan's offices were completely wrecked. The number of injured is 500, according to the latest estimate.

THE IRISH ATROCITIES.

U.S. TRIBUNAL TO INVESTIGATE.

London, September 17.

The *Daily Chronicle's* New York correspondent says Mrs. McSwiney is proceeding to America and will appear with Mr. de Valera before the so-called Non-Partisan Tribunal composed of a hundred representatives of Americans, which is establishing the magazine *Nation* to inquire into charges and atrocities against one another by the British Government and Sinn Fein and which is expected to begin its sittings at Washington in October. It is stated that the Tribunal comprises Senators, members of the House of Representatives, Mayors, Judges and leaders in professional, business and labour circles.

"GOD ALMIGHTY FIRST."

GOVERNOR COX'S CREED.

Salt Lake City, September 17.

Governor Cox, the Democratic candidate for the Presidency, in a speech, was warmly applauded when he defended the League of Nations. Governor Cox asked whether anyone knew the Republican candidate's attitude on that subject, when somebody shouted "America first." Governor Cox retorted:—"What was Germany's war-cry? It was 'Deutschland Ueber Alles', and the world rose against it and struck it down, for it was selfish and inhuman." He added that if their slogan was to be "America first," she must arm to teeth. Therefore his creed was "God Almighty first." The speech was loudly cheered.

CHEAPER LIVING.

BREAK IN PRICES OF CLOTHING.

London, September 17.

Horrockses, the largest manufacturers of long cloth and flannel sheetings, having announced a general reduction in prices of 5 per cent., the management has declared that this is the beginning of the long-promised break in prices of dry goods, and only a grave coal or other strike can send up prices again. The move should affect 2,000 varieties of material, including ladies' dresses and underwear and men's suitings; also the boot trade and outfitting.

Mr. Selfridge confirmed the beginning of a general break and declared that the public would have the benefit of lower wholesale prices. The general tendency for high prices to diminish would now begin.

TRADE WITH RUSSIA.

YORKSHIRE FIRMS CONCLUDE CONTRACTS.

London, September 17.

Despite what is tantamount to the ejection of M. Kameneff, the trade relations are being continued by M. Krassin. He has already concluded cloth contracts with Yorkshire firms involving £2,000,000 and delivery within three months. It is anticipated that further announcements as regards leather and machinery contracts will be made public at the earliest moment.

FRENCH PRESIDENCY.

M. MILLERAND FAVOURED.

Paris, September 17.

Parliamentary opinion most strongly favours M. Millerand for the Presidency. Every effort will be made to induce him to withdraw his refusal to stand. His candidature is expected to receive the almost unanimous support of Congress.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, KURUP, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KHIVA	9,000	24th Sept.	M'ss. London & Antwerp.
NANKIN	6,900	8th Oct.	M'ss. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	7,000	21st Sept.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	23rd Sept.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,300	6th Oct.	

Omits Sandakan: calls Port Darwin.

SAILINGS TO SHANGHAI & JAPAN.

G. APCAR	4,600	19 Sept. d'light	Shanghai & Japan.
TORILLA	5,300	21st Sept.	Shanghai & Japan.
KASHGAR	9,000	22nd Sept.	Shanghai & Japan.

WHEELERS ON ALL STEAMERS.

Parcels Measuring not more than 34 1/2" X 2 1/2" X 1 1/2" will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ung, Manila, S'hai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Thursday, 30th Sept., at 11 a.m.

TADAMA MARU ... Thursday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Monday, 20th Sept., at noon.

TAMBA MARU ... Monday, 4th Oct., at noon.

MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez, 29th October.

MARSEILLE & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOTTORI MARU ... Tuesday, 23rd September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NIXON MARU ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Suez, Tuesday, 12th October.

MORIOKA MARU ... Tuesday, 12th October.

NEW YORK via Panama, Sailing from Kobe 26th September.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.

YETTORU MARU ... Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMINBA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHIN-I MARU ... Monday, 20th September.

KITANO MARU ... Thursday, 30th Sept., at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 292 & 293.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tibodas	Java	in port	20th Sept.	Shanghai.
Tjimanoeck	Java	in port	27th Sept.	Yokohama.
Haiyang	Java	23rd Sept.	30th Sept.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjensdort	Java	in port	18th Sept.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

Yokohama Building.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners' option.

S.S. "ECREMONT CASTLE"

Sailing on or about 20th September.

VIA SUEZ.

S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" ... Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "HUNGARIA" ... Sailing on or about 2nd October.

S.S. "AFRICA" ... Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "HOKUTO M." ... sailing on or about 19th Oct.

S.S. "BORNEO M." ... sailing on or about 30th Oct.

For JAVA, S.S. "SAMARANG M." ... sailing on or about 10th Oct.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIJUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON ... Steamer "MATOPPO" ... Sailing 15th October.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton. General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VISITA	Oct. 10	S.S. VISITA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.

HONGKONG OFFICE: Prince's Building, Charter Road.

BRANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. E. RICHARDSON, General Agent for South China.

Manila, Singapore.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENSIN	Chipsing	Tues. 31st Sept. at d'light.
SHANGHAI	Hopsang	Tues. 31st Sept. at d'light.
MANILA	Taksang	Fri. 24th Sept. at 3 p.m.
STRAITS & Calcutta	Kwaisang	Sat. 25th Sept. at 3 p.m.
KOBE	Yatsing	Tues. 28th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANO" will be despatched on or about 25th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Tea	19th Sept. at d'light.
AMOY, SHAI & PUKEW	Shantung	21st Sept. at 10 a.m.
SWATOW & BANGKOK	Kanchow	21st Sept. at noon.
SHANGHAI	Sunling	23rd Sept. at noon.
H'HOW, P'HOI & H'PHONG	Ka'ong	25th Sept. at 9 a.m.
MANILA, CEBU & ILOILO	Taming	25th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	25th Sept. at 4 p.m.
W'WEI, C'FOO & TIENSIN	Kueichow	28th Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong Sept. 15, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong...	W. G. Passmore	FRI. 24th Sept. at 2 p.m.
Hailong...	J. S. Thomson	TUES. 28th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"CITY OF DUNKIRK"	via Suez	5th Oct.
"TYDEUS"	via Panama	25th Nov.
"CITY OF AGRA"	via Suez	2nd Dec.
"MORNO"	via Suez	25th Dec.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and passage apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.**MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. KAMAKURA (Liverpool Line) left Liverpool for this port via Suez on the 28th August, and is expected here on the 10th October.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 17th, and is due in Hongkong September 25th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 31st Aug. and is expected here on the 29th September.

The T. K. K. s.s. KOREA M. arrived at Yokohama on the 7th instant, and will sail 10th inst. in accordance with schedule, being due at Hongkong 22nd inst.

The Robert Dollar Company's U.S.S.R. GYLMONT (Coast Service) left Singapore on Sept. 10th and is due in Hongkong Sept. 20th. She is calling at Saigon.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via Suez on the 10th September, and is expected here on the 20th October.

The N. Y. K. s.s. KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 15th Sept. and is expected here on the 27th September.

The Ben Line s.s. BENAVALON from Antwerp, Middlesbrough & London, left Singapore for this port on 14th Sept. and may be expected to arrive here on 20th September 1920.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left Shanghai for this port on the 15th Sept. and is expected here on the 19th September.

The P. & O. s.s. KASHGAR left Singapore for this port on the 16th inst. at 6 a.m. with the outward English mails, and is due here on the 20th instant at about noon.

The R. M. S. EMPRESS OF ASIA arrived at Manila on 15th Sept. leaves there 17th Sept. and is due at Hongkong on 19th Sept. at daylight.

The China Mail S.S. Co. is in receipt of a telegram from its Shanghai agency advising that the s.s. CHINA sailed from that port on Thursday afternoon 16th September, and she may be expected to arrive at this port on Sunday Sept. 19th at noon.

The P. & O. s.s. KANOWNA, left Kobe for this port on the 16th instant at noon, and is due here on the 21st instant at about 5 p.m.

The s.s. WEST MAHOMET, from New York via ports due here on the 19th, instant to discharge 1,500 tons general cargo.

The s.s. CAPE MAY, from New York via Keelung, due here on the 19th instant to load 3,250 tons general cargo for New York.

The s.s. CROSSKEYS, from Seattle via Japan ports, due here on the 19th instant, discharge 500 tons general cargo and load 1,000 tons general cargo for Seattle, Washington.

The s.s. TERESEAS (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

Union Church (Kennedy Road).—

Sunday, September 19th. Minister.—The Rev. G. J. Williams.

11 a.m. Order of Service: Hymn 1. Invocation and Lord's Prayer; Metrical Psalm 61; Scripture II. Corinthians IV.

Hymns 105. Prayer. Notices and Offertory. Hymn 109.

Sermon.—The Present Tendency towards a more Spiritual Interpretation of Life and the Universe. Hymn 197 (1st Tune). Benediction. 6 p.m.

Order of Service.—Hymn 221. Invocation and Lord's Prayer.

Hymn 24 (Tune 10). Scripture Micah VI. James II. Hymn 249.

Prayer. Notices and Offertory. Hymn 261. Sermon: The Great Messages of the Old Testament. Special Subject: Micah's Conception of true Religion. Hymn 618 (First Tune). Benediction.

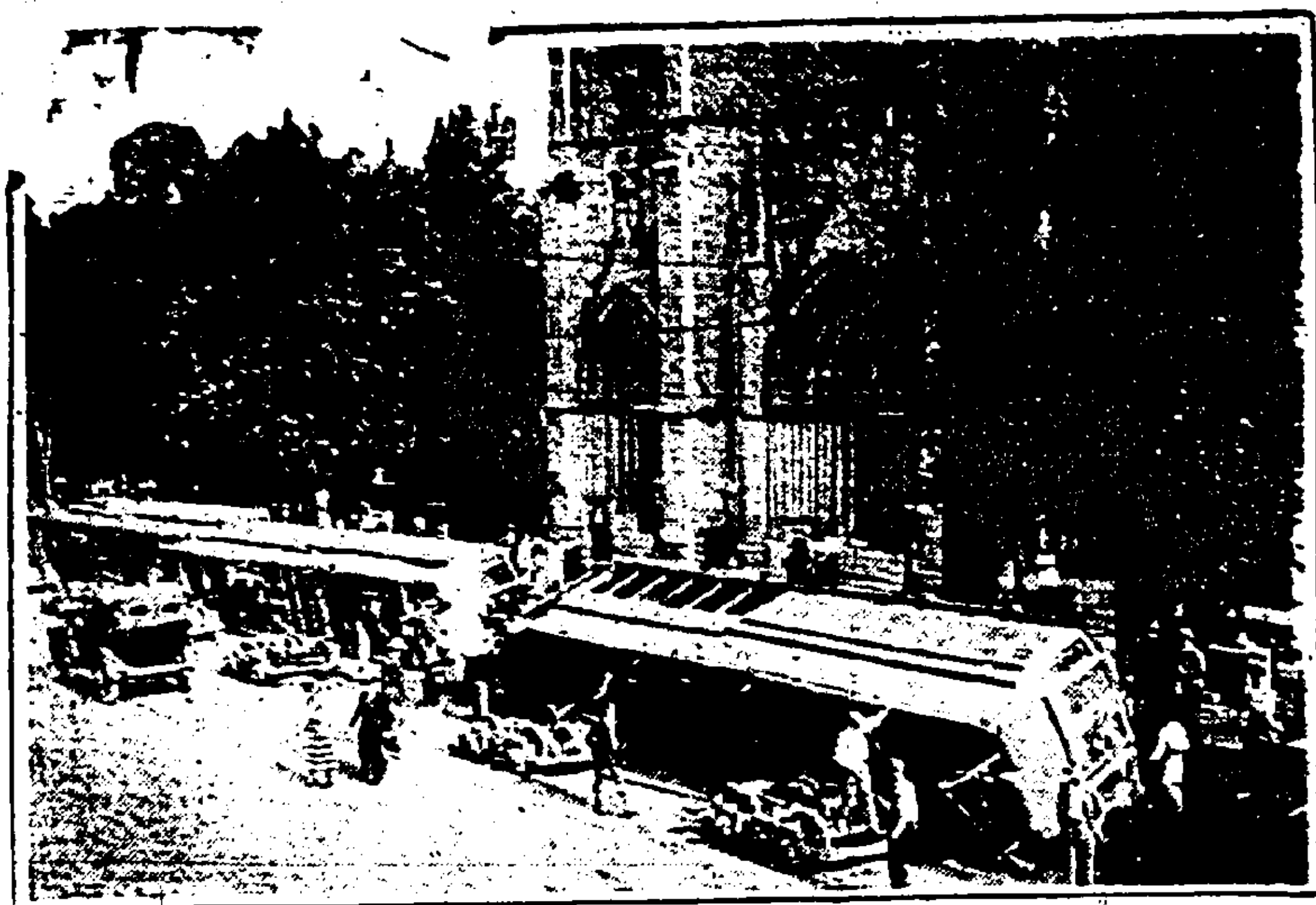
St. John's Cathedral, Hongkong.—

19th Sept., 1920, 10th Sunday after Trinity. Holy Communion (7.50 a.m.). Children's Service (10 a.m.). Matins (11 a.m.). Responses: Psalms; Venite; Magnificat (2nd Venite); Psalms: 96, 91, (2nd set); Te Deum; Russell, Jones, Eys.

Benediction: Garrett; G. Anthem: "O Lord God" Goss.

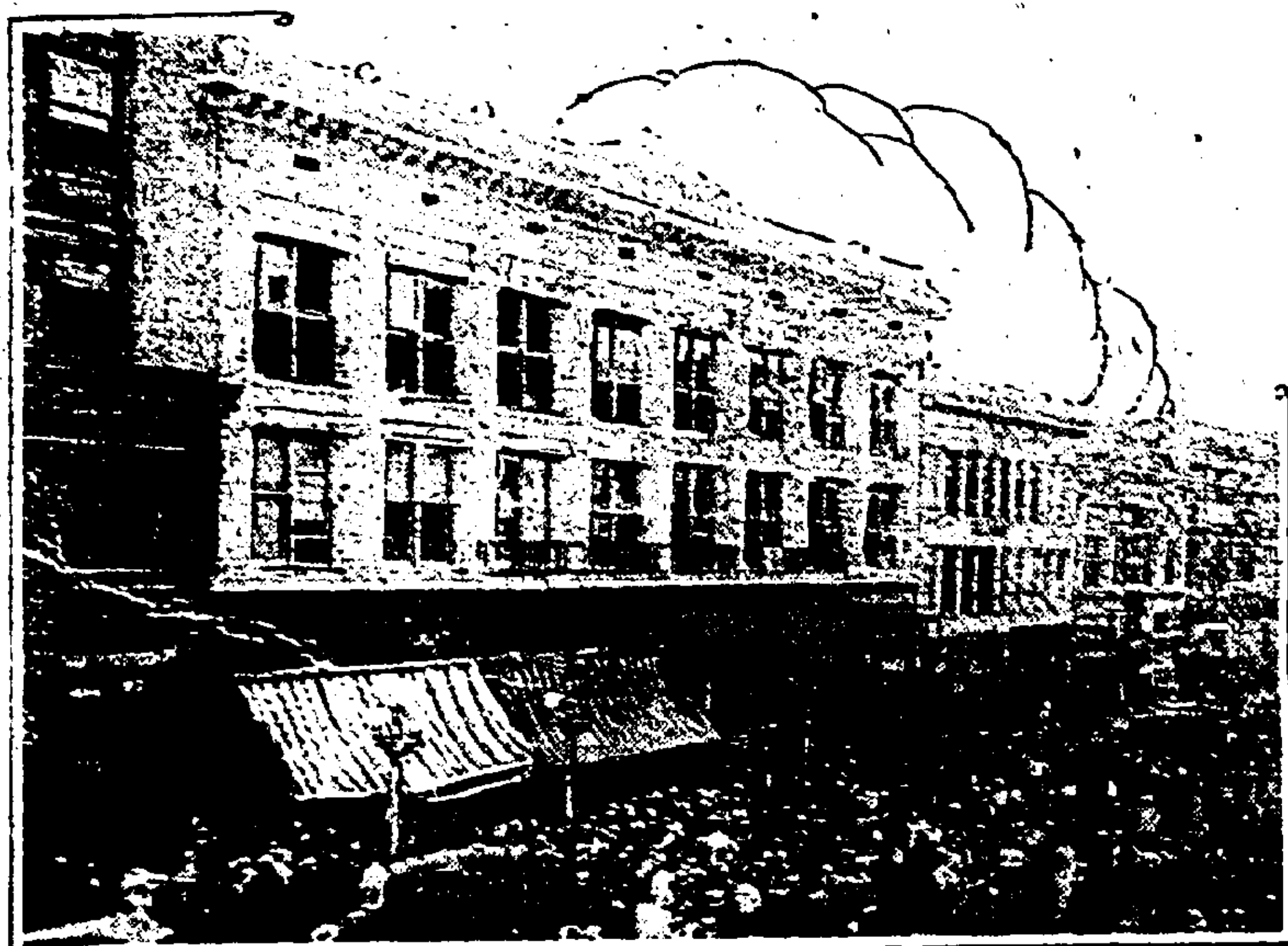
Hymn: 221. Holy Communion (12 noon). Evensong (6 p.m.). Responses: Psalms; Venite; Magnificat (2nd Venite); Psalms: 9

TO-DAY'S PICTURES.



DENVER RIOTS.

Picture shows cars which were wrecked by strikers in the recent Denver riots.



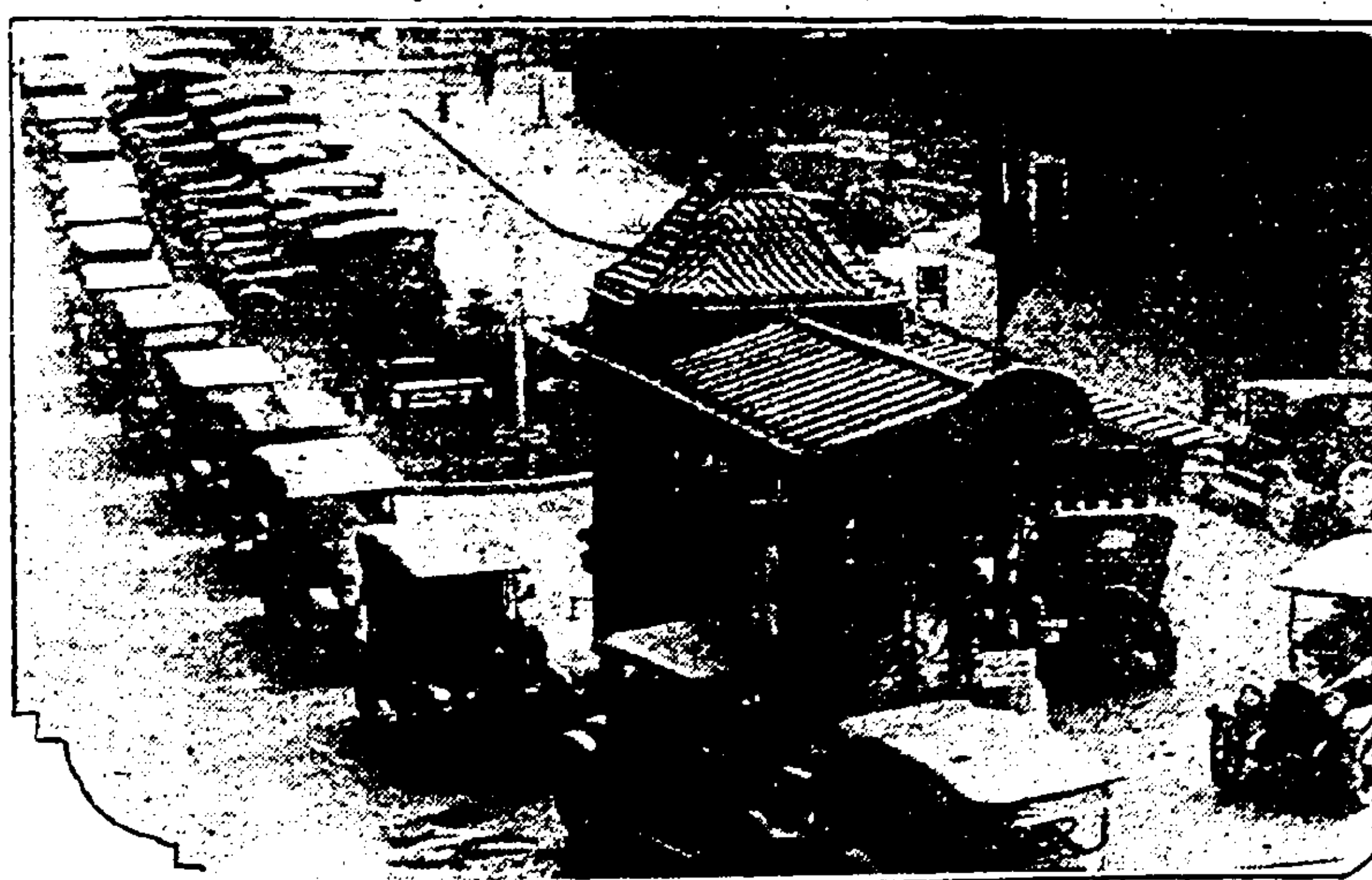
NEWSPAPER OFFICE STORMED.

Another picture of the Denver riots. The scene is outside the *Post* office. This journal fought against the strikers, and practically every window was broken and machinery was wrecked by a mob that stormed the building.



SPAIN'S KING AS POLO PLAYER.

A snapshot of King Alfonso and Prince Arthur of Connaught, taken on the Roehampton polo field.



A SEATTLE "SNAP"

Gas shortage has been acute at Seattle. The photo shows a long line of machines waiting for their allotment of the "power juice".

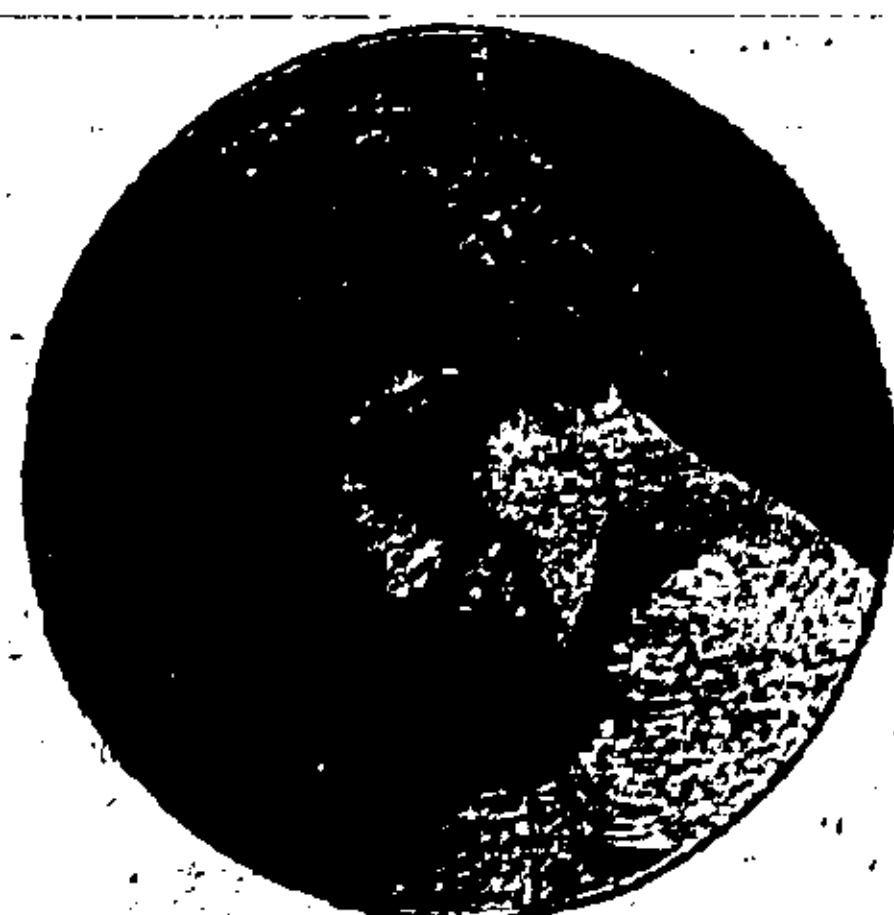


CHARLIE'S WIFE.

Mildred Harris Chaplin, who is seeking a divorce from her husband, the famous cinema comedian.

SOME MEMBERS OF THE BANDMAN COMEDY CO.

(Opening at the Theatre Royal tonight).



MISS NIQUA LEWIS.



MISS BERYL HARRACLOUGH.



MISS VIOLET BLITH.



MISS MURIEL.

PICTORIAL SUPPLEMENT.



Photo: Mee Cheong.

Scene on the Kowloon Children's Playground.

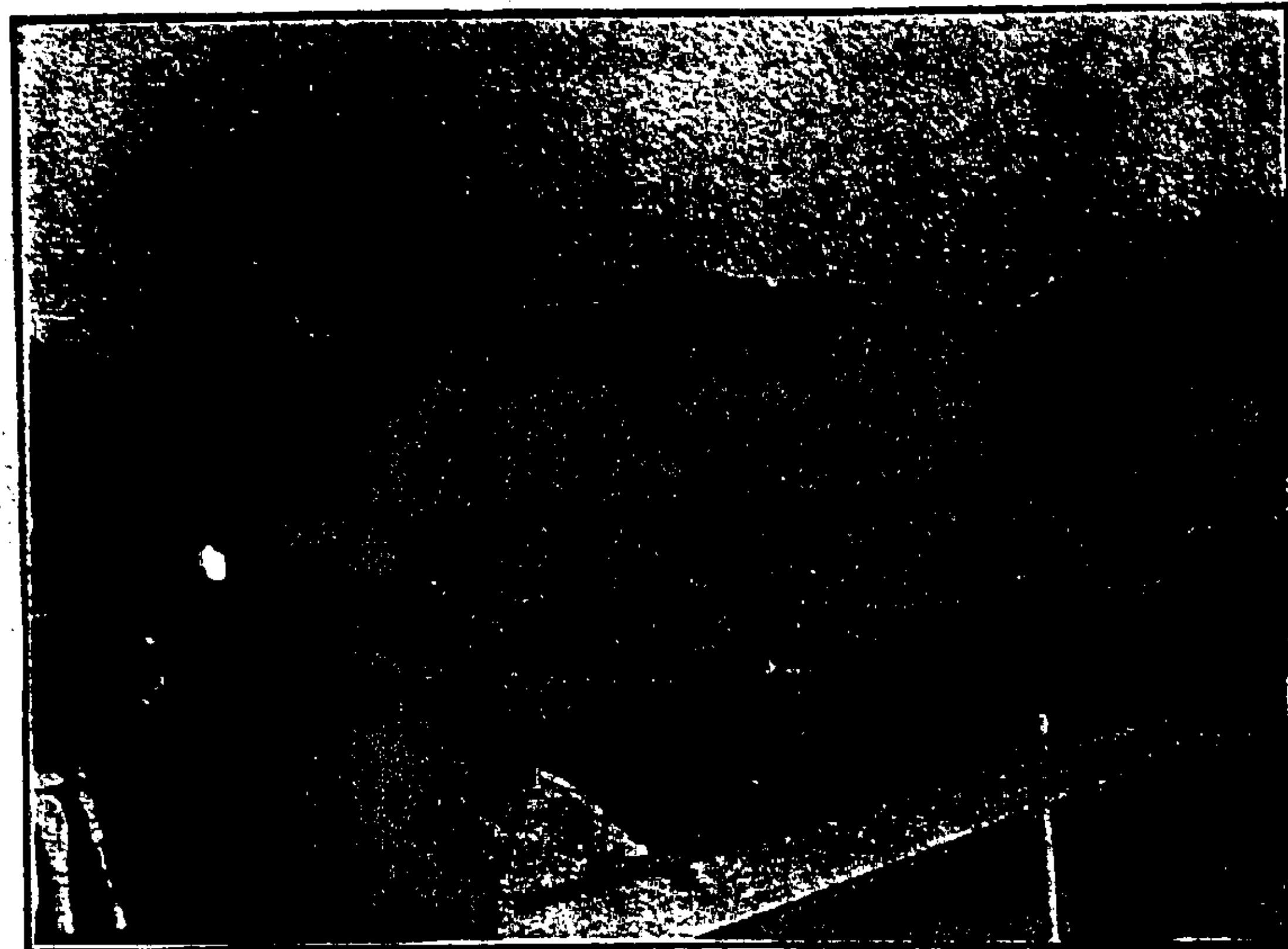


Photo: Mee Cheong.

Another picture taken at the Kowloon Children's Playground.



Photo: Mee Cheong.

Group taken at the wedding of Mr. J. Stewart and Miss Mary McCubbin.



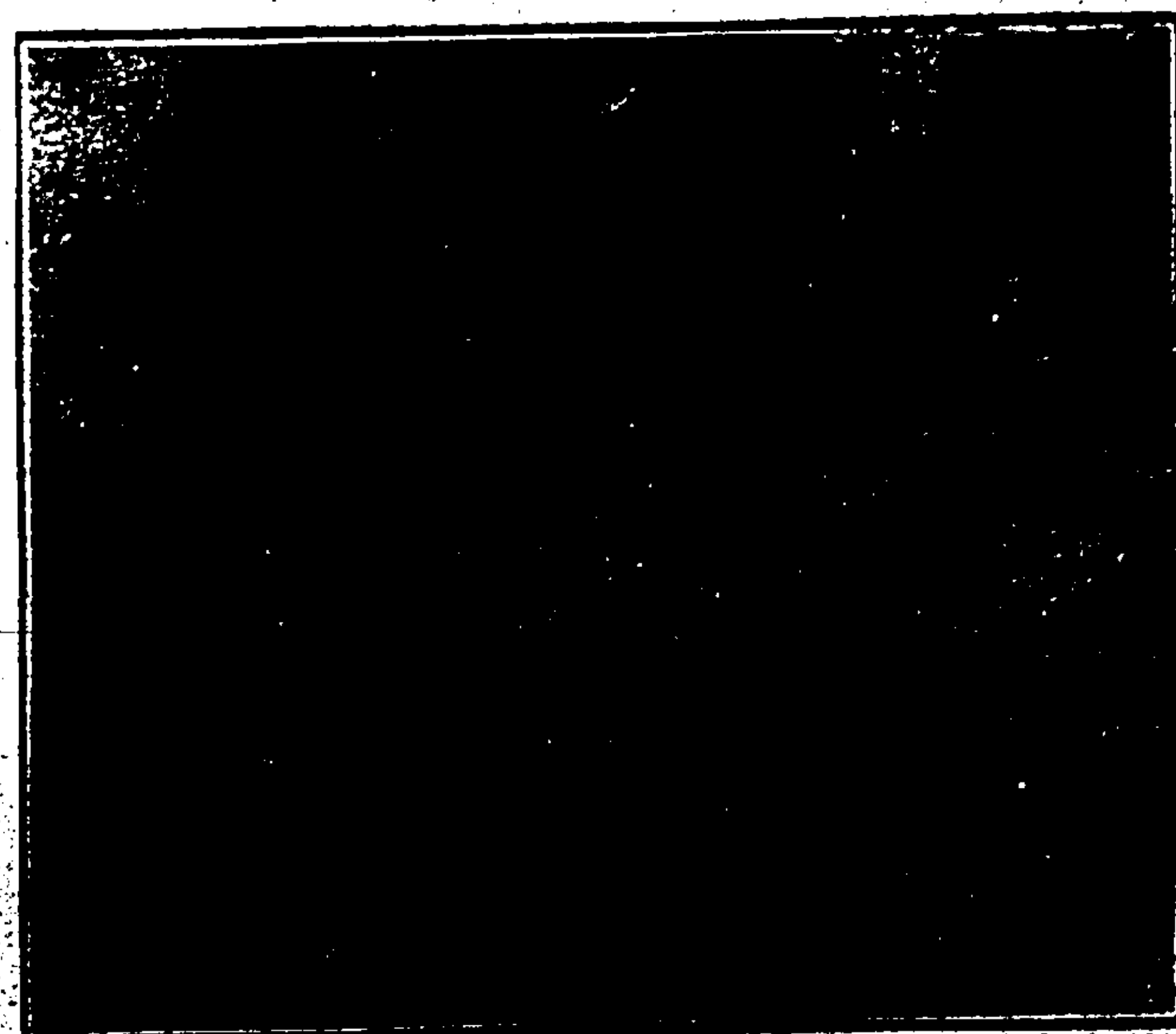
Photo: Mee Cheong.

The Stewart-McCubbin wedding—the bride and bridegroom.



Photo: Tientsin Press.

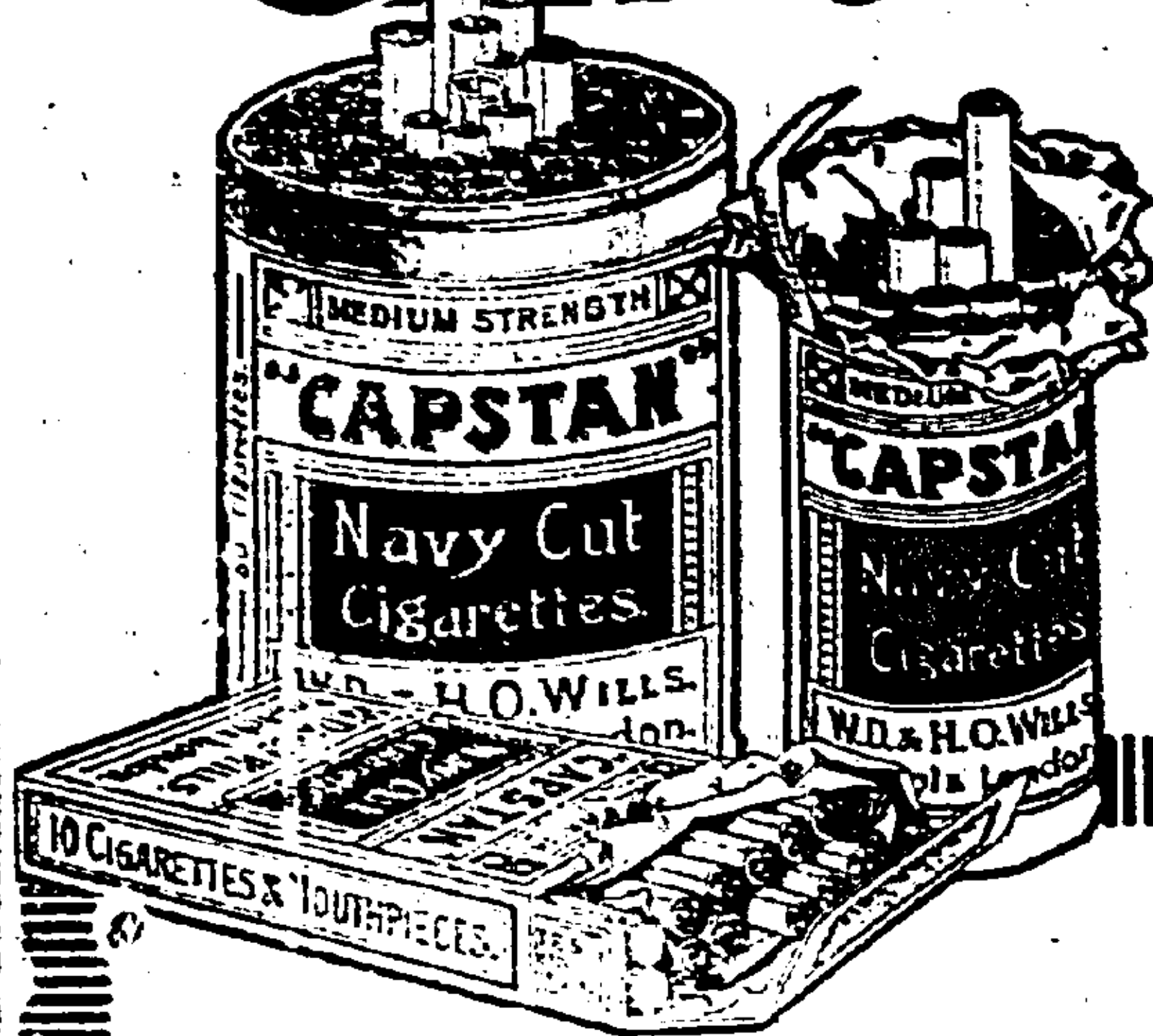
The fighting in the North—General Wu Pei Fu's Headquarters.



Hongkong Interport Lawn Bow Team, photographed on board the S.S. "Suiyang" prior to sailing for Shanghai. Left to right:—Maitland (Taipei), Fife (K.C.C.), Farrell (Kowloon), Lapley (Kowloon), Simpson (Kowloon). The flag (made by Wm. Powell, Ltd.) is of silk in Hongkong colours—red, yellow and dark blue with the initial letters of the five league clubs shown within the diamonds.

NOTICES.

"CAPSTAN"

Navy Cut
Cigarettes"CAPSTAN" Tobacco
for the PipeSold in Packets of 10 & 20 Cigarettes & in
Tins of 50 Cigarettes.

ALSO

MAGNUMS

in Air-tight Tins of 50's.

Obtainable at all Stores.

The Advertisement is owned by British-American Tobacco Co. (China) Ltd.

POST OFFICE.

Telegraphic Communication.
with Gap Rock is interrupted.Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS

Japan and Shanghai—Per
YOKOHAMA MARU, 19th
Sept.
Bombay—Per SHIN-I MARU,
19th Sept.
U.S.A. & Shanghai—Per CHINA,
19th Sept.
U.S.A., Canada & Manila—Per
EMPRESS OF ASIA, 19th
Sept.
Straits—Per KASHGAR, 20th
Sept.
Shanghai—Per SUNNING, 20th
Sept.

OUTWARD MAILS

TO-MORROW.

Swatow, *Shanghai and *North
China—Per TJI BODAS, 9
a.m.
MONDAY, 20TH SEPT.
*Shanghai & N. China—Per
CHIYO M., 5 p.m.
Straits, Bangkok, Ceylon,
Mauritius, L. Marques, S.
Africa, India via Dhanush-
kodi, Egypt & Europe via
Marseilles—Per YOKO-
HAMA M., Reg. 9.45 a.m.
Letters 10.30 a.m.
TUESDAY, 21ST SEPT.
*Swatow, *Amoy and Formosa
via Keelung—Per AMAKU-
SA M., 11 a.m.
Amoy, *Shanghai & *North China
—Per SHANTUNG, 9 a.m.
*Swatow & *Bangkok—Per
KANCHOW, 11 a.m.
Swatow, Amoy and Foochow—
Per HATCHING, 1 p.m.

WEDNESDAY, 22ND SEPT.

Philippine Is.—Per TAMING,
3 p.m.
Philippine Islands, Australia,
and New Zealand, via
Thursday Island—Per TAN-
GO MARU, Reg. 8.45 a.m.
Letters 9.30 a.m.
Straits, Bangkok, Ceylon,
Mauritius, S. Africa, L.
Marques, India via Dhanush-
kodi, Egypt & Europe via
SUEZ—Per MENTOR, Reg.
9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed
on Monday, 21st Sept. at
5 p.m.

THURSDAY, 23RD SEPT.

Swatow, Amoy & Formosa via
Takao—Per SUSHU MARU,
9 a.m.
Shanghai and North China—Per
SUNNING, 11 a.m.
Shanghai, North China, Japan via
Nagasaki, Canada, United
States, Central, South
America and Europe via
VANCOUVER B.C.—Per EM-
PRESS OF ASIA, Reg. 9.45
a.m. Letters 10.30 a.m.
FRIDAY, 24TH SEPT.
Swatow, Amoy & Foochow—Per
HAIHONG, 1 p.m.
SATURDAY, 25TH SEPT.
Hoihow, Pakhoi & Haiphong—
Per KAIFONG, 8 a.m.
Shanghai and North China—Per
YINGCHOW, 3 p.m.
SUNDAY, 26TH SEPT.
Swatow and *Straits—Per
CHENG TU, 9 a.m.
TUESDAY, 28TH SEPT.
Swatow, Amoy and Foochow—
Per HAILOONG, 1 p.m.
Weihaiwei, Chefoo & Tientsin—
Per HUEICHOW, 3 p.m.
THURSDAY, 30TH SEPT.
Shanghai, N. China and Japan
via Kobe—Per KITANO M.,
10 a.m.
Philippine Islands, Formosa via
Keelung, *Shanghai, N.
China, Japan via Nagasaki,
Canada, United States, C.
& S. America & EUROPE
via VICTORIA—Per KATORI
MARU, 10 a.m.

SUNDAY, 26TH SEPT.

Swatow and *Straits—Per
CHENG TU, 9 a.m.
TUESDAY, 28TH SEPT.
Swatow, Amoy and Foochow—
Per HAILOONG, 1 p.m.
Weihaiwei, Chefoo & Tientsin—
Per HUEICHOW, 3 p.m.
THURSDAY, 30TH SEPT.
Shanghai, N. China and Japan
via Kobe—Per KITANO M.,
10 a.m.
Philippine Islands, Formosa via
Keelung, *Shanghai, N.
China, Japan via Nagasaki,
Canada, United States, C.
& S. America & EUROPE
via VICTORIA—Per KATORI
MARU, 10 a.m.

*Dependence bearing vessel's
name only.

NOTICES

MITSUBISHI SHOUJI
KAISHA, LTD.MITSUBISHI TRADING CO. LTD.
COAL, GENERAL IMPORTS AND
EXPORTS.

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BRANCHES AND REPRESENTA-
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WAKAMATSU, MOI, KURE, KOBE,
OSAKA, TSUBOGA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOS-
TOK, PEKING, TIENTSIN, DAIEN,
TSINGTAO, TSHANFU, HANKOW,
SHANGHAI, HONGKONG, CANTON,
MANILA, SINGAPORE, SOERABAYA,
LONDON, PARIS, NEW YORK &
SEATTLE.

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CO.
THE OSAKA MARINE & FIRE
INSURANCE CO.

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S. KOMURA, Manager.

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THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL.
HOTEL MANSIONS.
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegram: Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,800 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

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THE ONLY AMERICAN HOTEL IN THE COLONY.
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Centre
District. 43 Bedrooms. Excellent Cuisine. Surprisingly Clean. Moderate
Rates. Monthly and Family Rates on application to the Proprietors.
Hotel Launch Meets all Steamers.
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EXCELLENT CUISINE.

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CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON

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THE ONLY HOTEL DE LUXE IN THE FAR EAST.

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Beautiful new steel and concrete fire proof building with
six floors, 3 lifts; 200 rooms, each with private bath and city
telephone; and a spacious roof garden overlooking the romantic
Imperial Palace, the Legation Quarter, the Rockefeller
Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a
specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel,
which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.

Motor bus meets all trains.

L. M. MAILLE,
Manager.

DAI NIPPON
BREWERY COMPANY
LIMITED, TOKYO, JAPAN.
SPECIALLY BREWED FOR EXPORT.

SOLE AGENT,
MITSUBI BUSSAN KAISHA, LTD.
HONGKONG.Printed and Published for the Proprietor, by Alfred Marley, at 11
Lea Street, in the City of Victoria, Hongkong.

ENTERTAINMENTS.

Tel. No. 1743 CORONET Tel. No. 1743

TO-DAY at 2.30, 5.15 & 9.15 p.m.



PRESENTS
MITCHELL LEWIS
"JACQUES OF THE SILVER NORTH"

6 parts.

SNUB COMEDY. ROUND THE TOWN.

TO-MORROW

at 6 & 9.15 p.m.

BLANCHE SWEET
FIGHTING CRESSY
BY BRET HARTE

CLUB de RECREIO

OPEN AIR CINEMATOGRAPH

TO-NIGHT at 9.15 p.m.

FRANK KEENAN

IN

"THE SILVER GIRL"

HAROLD LLOYD & CARTOON COMEDIES.

HONGKONG THEATRE

TO-NIGHT!

TO-NIGHT!

Triangle Special Programme

H. B. WARNER

in

"SHELL FORTY-THREE"

IN SEVEN PARTS.

TIDE TABLE.

13th to 19th Sept. 1920.

Day	High Water	Low Water	Day	High Water	Low Water
Sept	Time	Height	Sept	Time	Height
Mon. 13	9 59	7.2	m	3 19	2.1
Tue. 14	10 16	6.5	m	3 19	2.1
Wed. 15	10 46	6.4	m	4 54	2.1
Thur. 16	11 23	6.2	m	4 44	2.1
Fri. 17	11 57	6.0	m	5 29	2.2
Sat. 18	12 28	5.8	m	6 19	2.2
Sun. 19	12 56	5.6	m	7 14	2.3

m morning, a afternoon.

PASSENGERS DEPARTED.

Per s.s. Persia Maru, Sept.
17, 1920.—Mr. David Alazrak,
Capt. Thos. Boyd, Mr. Chan Man,
Mr. W. W. Clark, Mr. Dong Fuk
Get, Mr. Fong Ming Quong, Miss
A. Hanneman, Mr. C. G. Houston,
Mr. and Mrs. J. J. Jones, Mr. S.
Komatsu, Mr. Leslie Lemon, Mr.
M. Lang, Mr. A. H. Lustig, Mr.
Lam Sin Gen, Mrs. J. M. Meredith,
Mr. and Mrs. P. W. L. Manning,
child & inf., Mr. Fou Yee Lee,
Mr. Poon Cho Yen, Mr. David
Richards, Mr. M. Schwarz, Mr. W.
C. Schouten, Mrs. Helen Soga, Mr.
Jose Tirona, Mr. and Mrs. L. de
la Valle, 3 children and infant,
Mr. Woo Hing On and Mrs. Young
Shao and daughter.